SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

121

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Saturday, November 1, 1924, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER
Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

EASTWARD

Time Table No. 121

November 1, 1924

Capacity of sidings in car lengths.	THIRD CLASS									FIRST CLASS										Distance from San Francisco	STATIONS
	230 Nevada Mdse.	256 Sunset Manifest	222 Portland Fast Freight	308 Local Freight	306 Local Freight	280 Freight	276 Freight	254 Ogden Manifest	262 Freight	6 Nevada Express	20 Pacific Limited	58 Sacramento Gerber Passenger	22 St. Louis Express	34 Sacramento Colfax Passenger	2 San Francisco Overland Limited	56 Sacramento Dunsmuir Passenger	24 Tonopah Express	16 Oregon Express	10 Atlantic Express		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term Yard BKWFTYP	6.45PM		8.40AM							10.15PM	7.35PM	4.50PM	4.40PM	3.40PM	2.35PM	10.20AM	7.30AM	1.40AM	1.15AM	88.8	TO-R SACRAMENTO 3.0
Yard IY P		8.50AM	8.55					11.00AM		10.27	7.47	5.02	4.52	f3.52	2.47	10.32	7.42	1.52	1.27	91.8	ELVAS 1.7
PW												f5.04		f3.55		f10.34	f 7.45			93.5	SWANSTON 1.4
85 P										10.31	7.51	5.06	4.56	f3.57	2.51	10.36	f 7.47	1.56	1.31	94.9	BENALI 4.5
10 Spur P														f			f			99.4	WALERGA 3.4
60 P										10.40	8.00	5.15	5.05	s4.07	3.00	10.45	f 7.59	2.05	1.40	102.8	ANTELOPE 3.0
Term Yard BKTWFPY	7.30PM	10.00AM	10.15AM		4.00AM	9.00PM	3.20PM	12.05PM 2.30	2.30AM											105.8	TO-R ROSEVILLE YARD 0.8
										s 10.50	s 8.10	s 5.20PM	s 5.15	s4.15	s 3.10	s 10.50AM	s 8.10	s 2.10AM	s 1.50	106.6	ROSEVILLE 1.3
																				107.9	ENWOOD 2.7
Yard P					4.15					f11.00	8.20		5.25	s4.25	3.19		s 8.20		s 2.00	110.6	TO ROCKLIN 4.9
65					See Page 3.					f11.12	8.32		5.35	See page 3.	3.29		See page 3.		2.12	115.5	LINCOLN AV., PENRYN 4.7
84 W P					6.50	10.00	4.20	**3.40**	3.30	s11.30	8.44		f 5.50	s5.05	**3.40**		s 8.55		s 2.30	120.2	TO NEWCASTLE 4.0
78 W P					7.50					s11.45	8.57		s 6.05	s5.20	3.50		s 9.07		s 2.45	124.2	AUBURN, NEVADA ST. 4.9
68 P					8.20					11.57PM	9.07		6.17	f5.30	4.00		f 9.18		2.57	129.1	BOWMAN 2.3
53 P					8.50					12.03AM	9.13		6.22	f5.40	4.05		f 9.25		3.03	131.4	CLIPPER GAP 2.9
83 PW					9.05					12.11	9.20		6.28	s5.50	4.11		f 9.33		3.09	134.3	EAST APPLEGATE 3.4
75 P					**9.40**		**5.58**	**6.35**		12.20	9.27		**6.35**	s**5.58**	4.18		f **9.40**		3.18	137.7	N. E. MILLS 1.3
														f						139.0	LANDER 2.7
Yard YPWBK				7.00AM	10.30AM	11.59PM	6.20	7.00	5.30	s 12.30 12.55	s 9.45		s 6.55	s6.10PM	s 4.35		s10.00		s 3.30 3.55	141.7	TO-R COLFAX 4.3
60 P				7.20						1.10	9.58		7.10	See Note	4.48		f10.17		4.10	146.0	CAPE HORN 2.5
																	f			148.5	MAGRA 3.7
80 PWFY				8.15		12.50AM 1.10	7.10 **7.40**	8.30	6.20 6.45	1.35	10.13		**7.40**		5.05		s10.35		s 4.45	152.2	TO GOLD RUN 1.9
6 PSpur				8.40						1.42			f 7.45				f		s 4.55	154.1	DUTCH FLAT 1.9
4 PSpur													f				s			156.0	ALTA 0.8
5 Spur PW				9.00						1.54	10.25		f 8.00		5.15		f10.53		s 5.10	156.8	TO TOWLE 1.8
5 PSpur				9.15						2.00			8.05		5.19		f		5.18	158.6	GORGE 1.0
															s		s			159.6	AMERICAN 1.1
80 P				9.30						2.10	10.35		8.15		5.32		f11.10		5.30	160.7	MIDAS 2.3
10 Spur PW				9.50						2.18	10.42		8.22		5.38		f11.18		5.38	163.0	FOREBAY 1.8
70 P				10.00		**2.26**		**10.47**		**2.26**	**10.47**		8.30		5.45		11.25		5.46	164.8	KNAPP 0.7
PTWBK				10.10AM		2.40AM	9.10PM	11.00PM	8.15AM	s 2.30AM	10.50PM		s 8.35PM		5.50PM		s11.30AM		f 5.50AM	165.5 166.6	TO-R BLUE CANON
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(76.7)
	(0.45)	(1.10)	(1.35)	(3.10)	(6.30)	(5.20)	(5.20)	(9.35)	(5.20)	(3.50)	(3.15)	(0.30)	(3.55)	(2.30)	(3.15)	(0.30)	(4.00)	(0.30)	(4.10)		..................Time over District
	25.80	9.20	10.95	7.64	5.69	11.40	11.40	8.11	11.40	20.00	22.60	35.60	19.58	21.02	22.60	35.60	19.17	35.60	18.67		..................Average speed per hour

Block Signals

No. 2 Track

No. 4 Track between Rocklin and Loomis will be used exclusively by Nos. 24, 34 and 306; by other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, back in through cross-over near east end of siding.

Eastward trains authorized to use No. 1 Track between Loomis and Newcastle may proceed on No. 1 Track to the first cross-over switch located east of the station building at Newcastle.

The schedule of No. 34 terminates at the passenger station at Colfax.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
2	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
22	Any Station	Receive	Ogden	
34	Roseville High School	Receive		

EASTWARD

WESTWARD

Time Table No. 121

November 1, 1924

FIRST CLASS

306 Local Freight Lv. Daily Ex. Sunday	24 Tonopah Express Leave Daily	34 Sacramento Colfax Passenger Leave Daily	STATIONS	Distance from Blue Canon	5 Nevada Express Arrive Daily	13 San Francisco Express Arrive Daily	19 Pacific Limited Arrive Daily	9 Fast Mail Arrive Daily	21 St. Louis Express Arrive Daily	33 Colfax Sacramento Passenger Arrive Daily	1 San Francisco Overland Limited Arrive Daily	15 Southern California Express Arrive Daily	23 Sparks San Francisco Passenger Arrive Daily	55 Dunsmuir Sacramento Passenger Arrive Daily
			TO-R SACRAMENTO 3.0	77.1	s 3.40AM	s 4.00AM	s 4.50AM	s 6.00AM	s 6.45AM	s 9.25AM	s 10.35AM	s 2.05PM	s 2.45PM	s 6.15PM
			ELVAS 1.5	74.1	3.28	3.48	4.38	5.48	6.33	9.13	10.23	1.53	2.33	6.03
			SWANSTON 1.6	72.6						f			f 2.27	f 6.00
			BENALI 4.5	71.0	3.22	3.42	4.30	5.42	6.27	f 9.10	10.19	1.47	2.22	f 5.57
			WALERGA 3.4	66.5						f				f
			ANTELOPE 3.0	63.1	3.12	3.32	4.20	5.32	6.17	s 9.00	10.09	1.37	2.10	f 5.47
			TO-R ROSEVILLE YD. 0.8	60.1										
			ROSEVILLE 1.3	59.3	s 3.05	3.25AM	4.10	5.25	6.10	s 8.55	10.03	1.30PM	s 2.00	5.40PM
			ENWOOD 2.7	58.0										
4.15AM	s 8.20AM	s 4.25PM	TO ROCKLIN 3.3	55.3	f 2.50		3.50	5.13	5.55	s 8.43	9.51		s 1.45	
5.07 **5.49**	s **8.33**	s 4.37	TO LOOMIS 2.7	52.0	f 2.40		s 3.43	**5.07**	**5.49**	s **8.33**	9.45		s 1.35	
6.10 6.30	s 8.42	s 4.50	TO PENRYN 3.0	49.3	f 2.33		s 3.35	5.01	5.43	s 8.25	9.39		s 1.25	
6.50AM	s 8.55AM	s 5.05PM	TO NEWCASTLE 1.9	46.3	s 2.25		3.25	**4.55**	f 5.36	s 8.15	9.33		s **1.15**	
			ZETA 2.1	44.4						f 8.07			f	
			FLINT 0.9	42.3										
			TO AUBURN 3.9	41.4	s 2.10		3.10	4.44	s 5.23	s 8.00	9.21		s 1.00	
			BOWMAN 2.5	37.5	1.55		3.01	4.36	5.15	f 7.49	9.13		f 12.48	
			CLIPPER GAP 3.0	35.0	1.49		2.54	4.31	5.08	f 7.42	9.06		f 12.40	
			WEST APPLEGATE 3.2	32.0	f 1.41		2.47	4.25	5.01	s 7.35	9.00		f 12.32	
			N. E. MILLS 2.0	28.8	1.33		2.39	4.19	4.53	s 7.28	8.53		s 12.24	
			LANDER 3.0	26.8						f			f	
			TO-R COLFAX 4.3	23.8	s 1.20		s 2.25	4.08	s 4.40	7.15AM	s 8.40		s 12.10PM	
			CAPE HORN 2.5	19.5	1.04		2.09	3.54	4.26	See Note	8.24		f 11.50AM	
			MAGRA 3.7	17.0									f	
			TO GOLD RUN 1.9	13.3	f 12.49		**1.54**	3.40	4.12		8.10		f 11.33	
			DUTCH FLAT 1.9	11.4	f 12.42		1.49	3.36	4.08				f 11.25	
			ALTA 0.8	9.5	f								s 11.20	
			TO TOWLE 1.8	8.7	f 12.34		1.42	3.30	4.02		7.59		f 11.17	
			GORGE 1.0	6.9	12.28		1.37	3.26	3.58		7.54		f 11.10	
			AMERICAN 1.1	5.9							s			
			MIDAS 2.3	4.8	12.22		1.31	3.21	3.51		7.46		f 11.03	
			FOREBAY 1.8	2.5	12.17		1.26	3.16	3.46		7.41		f 10.56	
			KNAPP 0.7	0.7	**12.12**		1.22	3.12	3.42		7.37		10.51	
			TO-R BLUE CANON	0.0	12.10AM		1.20AM	3.10AM	3.40AM		7.35AM		10.48AM	
Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	(77.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District		(3.30)	(0.35)	(3.30)	(2.50)	(3.05)	(2.20)	(3.00)	(0.35)	(3.57)	(0.35)
			Average speed per hour		22.02	30.51	22.02	27.01	25.00	22 84	25.70	30.51	19.51	30.51

Block Signals — No. 1 Track (Sacramento to Blue Canon)

The above schedules are shown only for information and have no time-table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

THIRD CLASS

STATIONS	305 Local Freight Ar. Daily Ex. Sunday	253 Ogden Manifest Ar. Daily	219 Freight Ar. Daily	229 Local Freight Ar. Daily Ex. Sunday	257 Sunset Manifest Arrive Daily	307 Local Freight Ar. Tues., Thur. & Sat.	Capacity of Sidings in Car Lengths.
TO-R SACRAMENTO			5.00PM	9.00PM			Term Yard WFTYPBK
ELVAS		8.30AM	4.45	8.45	11.40PM		PIY Yard
SWANSTON							WP
BENALI							P 85
WALERGA							No Siding P
ANTELOPE							P 60
TO-R ROSEVILLE YD.	4.00PM	8.00 6.00	4.00PM	8.00PM	11.00PM		Term. Yard TFWYPBK
ROSEVILLE							
ENWOOD							
TO ROCKLIN	3.40						P Yard
TO LOOMIS	2.43						P 80
TO PENRYN	2.07						P 55
TO NEWCASTLE	1.15	4.55					WP 73
ZETA							Spur 7
FLINT							P 73
TO AUBURN	12.01PM						WP 56
BOWMAN							P 73
CLIPPER GAP							P 70
WEST APPLEGATE							WP 55
N. E. MILLS							Spur P 55
LANDER							Spur 64
TO-R COLFAX	9.10AM	3.00				2.00PM	YWPBK Yard
CAPE HORN							P 50
MAGRA							Spur 5
TO GOLD RUN		1.54				1.30PM	WFYP 80
DUTCH FLAT							Spur P 6
ALTA							Spur P 4
TO TOWLE							WP Spur 5
GORGE							Spur 5
AMERICAN							
MIDAS							P 80
FOREBAY							WP Spur 10
KNAPP							P 70
TO-R BLUE CANON		12.12AM 11.55PM				11.45AM	PTWBK
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily	Leave Tues Thurs. and Saturdays	
Time over District	(6.50)	(8.35)	(1.00)	(1.00)	(0.40)	(2.15)	
Average speed per hour	5.22	9.06	17.00	17.00	21.00	12.05	

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

The schedule of No. 33 originates at the passenger station at Colfax.

Nos. 24, 34 and 306 will use No. 4 Track Rocklin to Loomis.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
13	Any Station	Discharge		Lincoln
	Any Station	Discharge		Lincoln
15	Any Station	Discharge		Lincoln
1	Any Station	Discharge		Cheyenne
5	Any Station	Discharge		Sparks
19	Any Station	Discharge		Sparks
21	Any Station	Discharge		Sparks
33	Roseville High School	Discharge		

EASTWARD

Time Table No. 121

November 1, 1924

	THIRD CLASS						FIRST CLASS											
Capacity of sidings in car lengths	308	310	254	276	262	280	20	22	2	24	124	204	10	6	Distance from San Francisco		STATIONS	
	Local Freight	Local Freight	Ogden Manifest	Freight	Freight	Freight	Pacific Limited	St. Louis Express	San Francisco Overland Limited	Tonopah Express	Reno-Sparks Passenger	Reno-Fallon Motor	Atlantic Express	Nevada Express				
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PTWBK	10.55AM		11.15PM	9.25PM	8.30AM	2.50AM	10.50PM	8.35PM	5.50PM	11.35AM			5.50AM	2.40AM	166.6	Block Signals	TO-R BLUE CANON 3.1	No. 2 Track
5 (Spur)										f					169.7		FULDA 2.1	
WCS 104PT ES 80	11.30			9.55	9.00	3.28	11.07	f 8.50	6.05	s 11.58AM			6.08	3.02	171.8		EMIGRANT GAP 1.5	Aux. Main Track
60 P	11.45AM						11.12	8.56	6.10	s 12.07PM			6.15	3.08	173.3	Staff System	SMART 2.8	
60 P	12.05PM						11.18	9.03	6.16	f 12.17			6.22	3.17	176.1		YUBA PASS 2.2	
60 PW	12.25		12.48AM		9.45		11.23	9.13	6.22	f 12.25			6.30	3.27	178.3		CRYSTAL LAKE 2.0	
60 PWT	1.20				9.58		11.28	f 9.20	6.27	s 12.35			6.37	f 3.37	180.3		CISCO 1.7	
No Siding							11.32	9.26	6.32	f 12.41			6.43	3.43	182.0		ARNDT 1.8	Aux. Main Track
60 P	1.55			11.14			11.37	9.32	6.37	f 12.48			6.50	3.49	183.8		TAMARACK 2.0	
59 PW	2.05		2.24	11.42PM			11.42	9.39	6.42	f 12.55			6.57	3.55	185.8		TROY 2.1	
53 P	2.20			12.19AM			11.47	9.46	6.47	f 1.03			7.04	4.01	187.9		SPRUCE 2.8	
62 P	2.30						11.53PM	9.54	6.53	s 1.13			7.12	4.08	190.7		SODA SPRINGS 2.3	Aux. Main Track
79 PTWB	3.05			12.45 1.05	11.15 11.35AM	6.05 6.25	12.05AM	10.05	7.05	s 1.25			s 7.25	s 4.20	193.0		SUMMIT 0.7	
60 P							12.10	10.10	7.10	1.30			7.30	4.25	193.7		TUNNEL SIX 2.5	
90 P	3.20						12.18	10.18	7.17	f 1.39			7.40	4.32	196.2		LAKE VIEW 2.0	
54 P	3.35						12.24	10.24	7.23	f 1.47			7.47	4.40	198.2		EDER 2.4	
91 PT	3.50			1.44	12.15PM	7.05	12.30	10.30	7.30	f 1.56			7.56	4.48	200.6	Block Signals	ANDOVER 2.3	No. 2 Track
72 W	4.00						12.37	10.35	7.37	f 2.04			8.00	4.54	202.9		STANFORD 1.2	
							12.41	10.39	7.41	f 2.09			8.05	4.58	204.1		CHAMPION 3.9	
Term. Yard PWTYFBK	4.30PM	10.30AM	5.30	2.10	12.40	7.30	s 1.00	s 11.00	s 8.00	s 2.30			¶ 8.15 8.35	s 5.30	208.0		TO-R TRUCKEE 8.3	
48 WP		11.20					1.25	11.20	8.20	s 2.55			s 9.00	s 5.55	216.3		TO BOCA 1.8	
136 P							1.30	11.25	8.25	f 3.01			9.05	6.00	218.1		HINTON 4.3	
68 PW		11.45AM					1.40	f 11.35	8.35	s 3.12			f 9.15	s 6.10	222.4		TO FLORISTON 3.1	
20 (Spur) P							1.47	11.42	8.42	f 3.20			9.23	6.17	225.5		MYSTIC 3.0	
No Siding WP							1.53	11.48	8.48	f 3.29			9.31	6.25	228.5		CALVADA 3.9	
131 P		12.30PM					2.01	11.56PM	8.56	s 3.40			f 9.40	s 6.35	232.4		TO VERDI 4.8	
6 (Spur)							2.10	12.05AM	9.05	f 3.50			9.50	6.45	237.2		LAWTON 5.7	
Yard P		1.25					s 2.20 2.25	s 12.15 12.25	s 9.15 9.20	s 4.00 6.30	4.20PM	4.15PM	s 10.00 10.25	s 6.55 7.10	242.9		RENO 2.6	
Yard								12.35		s 6.40	s 4.25	s 4.20	s 10.35	s 7.20	245.5		SPARKS (Passenger Station) 0.7	
Term. Yard FWTPBK		2.00PM	8.00AM	4.15AM	2.45PM	9.30AM	s 2.40AM	s 12.40AM	s 9.35PM	s 6.45PM	s 4.30PM	s 4.25PM	s 10.40AM	s 7.25AM	246.2		TO-R SPARKS(Dsprs Office)	
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(79.6)	
	(5.35)	(3.30)	(8.45)	(6.30)	(5.55)	(6.20)	(3.45)	(3.55)	(3.40)	(4.40)	(0.10)	(0.10)	(4.05)	(4.30)	...............Time over district			
	7.05	10.47	9.09	12.24	13.45	12.56	20.80	20.32	21.70	17.05	19.80	19.80	19.49	17.66	...............Average speed per hour			

Eastward trains use No. 2 track. Signals used by trackmen will be placed on left of track in direction of movement.

See special instructions governing use of auxiliary main tracks.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
6	Polaris, Union Mills, Prosser Creek, Farad, Fleish and Mogul	Receive or Discharge	Any Station	Any Station
24	Summit Hotel, Polaris, Union Mills, Prosser Creek, Iceland, Farad, Fleish, Mogul	Receive or Discharge	Any Station	Any Station
2	Any Station	Receive	Cheyenne	
10	Any Station	Receive	Ogden	
20	Any Station	Receive	Ogden	
22	Summit Hotel	Receive or Discharge		
22	Any Station	Ogden	Ogden	
10	Summit Hotel	Discharge		

RULE 206 (A). Clearance card creating No. 24 will authorize use of schedule to Reno only.

Engine and crews arriving Reno on No. 24 will fulfill the schedule of No. 124 Reno to Sparks.

Salt Lake Division engine and crews will fulfill schedule of No. 24 Reno to Sparks and need not obtain a train order to do so.

Inferior Eastward trains will move Reno to Sparks irrespective of schedule of trains 204, 124 and 24. Trains 204, 124 and 24 may occupy main track Reno ten minutes before arriving or leaving time of schedules.

Eastward trains arriving Andover on main track with staff, may proceed Andover to Truckee irrespective of time table superiority.

Additional Stations		
	Polaris 211.1,	Wickes 221.5,
	Union Mills 213.5,	Farad 224.7,
	Prosser Creek 215.0,	Fleish 229.8,
	Iceland 220.9,	Mogul 235.8.

Salt Lake Division extends west to Mile Post 238.6. Train movements governed by Sacramento Division time table.

Time Table No. 121

November 1, 1924

WESTWARD

		STATIONS		Distance from Sparks	9	1	23	203	5	19	21	309	307	253	Capacity of sidings in car lengths	
					FIRST CLASS							THIRD CLASS				
					Fast Mail	San Francisco Overland Limited	Sparks San Francisco Passenger	Fallon Reno Motor	Nevada Express	Pacific Limited	St. Louis Express	Local Freight	Local Freight	Ogden Manifest		
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tues. Thur. & Sat.	Arrive Daily		
Block Signals	TO-R	BLUE CANON	3.1	79.6	3.10AM	7.35AM	s 10.45AM		s 12.07AM	1.20AM	3.40AM		11.35AM	11.45PM	PTWBK	No. 1 Track
		FULDA	2.1	76.5			f									
		EMIGRANT GAP	1.5	74.4	2.58	7.23	s 10.28		s 11.53PM	1.07	3.28		11.15		WPT 104	
Staff System		SMART	2.8	72.9	2.54	7.19	f 10.21		f 11.47	1.02	3.24		10.45			
		YUBA PASS	2.2	70.1	2.48	7.12	f 10.13		11.40	12.55	3.17		10.13			
		CRYSTAL LAKE	2.0	67.9	2.43	7.06	f 10.05		11.33	12.48	3.06		9.45	9.13		
		CISCO	1.7	65.9	2.38	7.00	s 9.58		f 11.28	12.42	2.59		9.20			
		ARNDT	1.8	64.2	2.34	6.55	f 9.50		11.20	12.37	2.53					
		TAMARACK	2.0	62.4	2.29	6.50	f 9.44		11.14	12.31	2.47					
		TROY	2.1	60.4	2.24	6.45	f 9.36		11.08	12.25	2.41					
		SPRUCE	2.8	58.3	2.19	6.39	f 9.28		11.02	12.19	2.35		8.30			Aux. Main Track
		SODA SPRINGS	2.3	55.5	2.12	6.32	f 9.20		f 10.55	12.12	2.27		8.15			
		SUMMIT	0.7	53.2	2.05	6.25	s 9.10		s 10.45	12.05	2.20		8.00	7.40		
		TUNNEL SIX	2.5	52.5	2.01	6.22	9.05		10.40	12.03AM	2.11		7.30	7.10		
		LAKE VIEW	2.0	50.0	1.55	6.14	f 8.56		f 10.32	11.54PM	2.04					
		EDER	2.4	48.0	1.50	6.07	f 8.48		10.24	11.47	1.58					
Block Signals		ANDOVER	2.3	45.6	1.44	6.00	f 8.39		10.15	11.40	1.51				PT 91	No. 1 Track
		STANFORD	1.2	43.3	1.38	5.53	f 8.30		10.09	11.34	1.45				W 72	
		CHAMPION	3.9	42.1		5.49	f 8.24		10.04	11.29	1.41					
	TO-R	TRUCKEE	8.3	38.2 38.0	s 1.25	s 5.40	s 8.10		s 9.50	s 11.15	s 1.25	10.00AM	6.35AM	5.00	Terminal Yard PWTYFBK	
	TO	BOCA	1.8	29.7	1.02	5.17	s 7.37		s 9.12	10.44	12.52	9.15			WP 53	
		HINTON	4.3	27.9	12.58	5.13	f 7.30		9.07	10.40	12.48				P 80	
	TO	FLORISTON	3.0	23.6	12.50	5.03	s 7.20		s 8.57	10.31	12.40	8.30			P	
		MYSTIC	3.0	20.6	12.43	4.56	f 7.10		f 8.49	10.25	12.33				20 (Spur) W	
		CALVADA	3.9	17.6	12.38	4.50	f 7.03		8.42	10.18	12.27				WP	
	TO	VERDI	4.7	13.7	12.31	4.43	s 6.55		s 8.33	10.10	12.20	7.35			P 100	
		LAWTON	5.7	9.0	12.23	4.33	f 6.45		f 8.20	10.00	12.10				6 (Spur) W	
		RENO	2.6	3.3	12.15 s 12.08	s 4.25	6.35 s 6.25	s 10.15AM	8.10 s 7.55	9.50 s 9.45	12.01AM s 11.55PM	s 6.50			Yard P	
		SPARKS (Passenger Station)	0.7	0.7	12.03	4.15	s 6.20	s 10.10	s 7.50	9.40	s 11.50				Yard	
	TO-R	SPARKS (DsprsOffice)		0.0	12.01AM	4.10AM	6.15AM	10.05AM	7.45PM	9.35PM	11.45PM	6.30AM		12.30PM	Terminal Yard FWTBPK	
		(79.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tues. Thur. & Sat.	Leave Daily		
		Time over District			(3.02)	(3.25)	(4.20)	(0.10)	(4.07)	(3.40)	(3.49)	(3.30)	(5.00)	(11.15)		
		Average speed per hour			26.24	23.15	18.37	19.80	19.42	21.70	20.32	10.47	8.28	7.07		

Westward trains use No. 1 Track. Signals used by trackmen will be placed on the left of track in direction of movement.

See special instructions governing use of auxiliary main tracks.

Westward trains arriving Emigrant Gap on main track with staff, may proceed Emigrant Gap to Knapp irrespective of timetable superiority.

Salt Lake Division extends west to Mile Post 238.6. Train movements governed by Sacramento Division time table.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
5 23	Mogul, Fleish Farad, Iceland Prosser Creek Union Mills Polaris Summit Hotel	Receive or Discharge	Any Station	Any Station
1	Any Station	Discharge		Cheyenne
5	Any Station	Discharge		Sparks
19	Any Station	Discharge		Sparks
21	Any Station	Discharge		Sparks

EASTWARD

Time Table No. 121

November 1, 1924

Capacity of sidings in car lengths.	THIRD CLASS 230 Local Freight Leave Daily Ex. Sunday	222 Portland Manifest Leave Daily	228 Local Freight Leave Daily Ex. Sunday	224 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 44 Sacramento Gerber Passenger Leave Daily	58 Sacramento Gerber Passenger Leave Daily	14 Puget Sound Express Leave Daily	56 Sacramento Dunsmuir Passenger Leave Daily	16 Oregon Express Leave Daily	54 Oregonian Leave Daily	12 The Shasta Leave Daily	Distance from San Francisco		STATIONS
Term Yard BKFPTWY	8.30PM	6.00PM										105.8	TO-R	ROSEVILLE YARD 0.8
P						5.20PM		10.50AM	2.10AM			106.6	R	ROSEVILLE 6.2
47 P	8.45					f 5.29		f 10.59	2.23			112.8		WHITNEY 4.2
134 PW	9.15	6.40				s 5.35		s 11.05	s 2.35			117.0	TO	LINCOLN 1.4
34 Spur												118.4		CLAYTON 2.6
38 P	9.30					f 5.43		f 11.13	2.45			121.0		EWING 1.1
106						5.45		11.15	2.47			122.1		BROCK 2.7
32	9.45					s 5.49		s 11.19	f 2.54			124.8		SHERIDAN 3.3
138 PW	10.10					s 5.56		s 11.26	s 3.02			128.1	TO	WHEATLAND 6.1
101 P	10.45	7.50				f 6.05		f 11.35	3.11			134.2		OSTROM 6.6
Yard BKIYFWP	11.10PM	9.00	7.00AM			s 6.25		s 11.50	s 3.20 3.35			140.8	TO-R	MARYSVILLE 1.0
													Block Signals	W. P. R. R. Crossing 2.9
112 P			7.15			f 6.33		f 11.59AM	3.45			144.7		BERG 3.0
43			7.30			f 6.38		f 12.06PM	3.52			147.7		LOMO 2.1
13						f		f				149.8		SUNSET 1.7
54 I			8.00			s 6.45		s 12.13	f 4.00			151.5	TO	LIVE OAK S. N. R. R. Crossing. 4.4
14 Spur												155.9		FAGAN 2.1
108 PK		9.45PM	9.00			s 6.55		s 12.25	s 4.13			158.0	TO	GRIDLEY 3.4
49 W			9.40			s 7.05		s 12.35	s 4.25			161.4	TO	BIGGS 2.7
5 Spur												164.1		RICETON 3.3
49 P			10.00			f 7.14		f 12.46	f 4.35			167.4	TO	RICHVALE 4.1
116 P			10.15			s 7.21		s 12.53	f 4.43			171.5		NELSON 6.6
96			10.30			s 7.32		s 1.05	f 4.54			178.1	TO	DURHAM 3.8
9 Spur												181.9		FAULKNER 2.3
Yard BKYWFP		12.35AM	11.00			s 7.50		s 1.20	s 5.05 5.20			184.2	TO-R	S. N. R. R. Crossing CHICO 4.9
7 Spur						f		f				189.1		GIMBAL 2.2
29						f 8.04		f 1.31	5.34			191.3		NORD 2.3
122 P			11.55AM			f 8.08		f 1.35	5.39			193.6		ANITA 2.4
16						f 8.12		f 1.39	5.44			196.0		CANA 2.3
5 Spur								1.43				198.3		SOTO 4.7
100 W		2.15	12.30PM			s 8.25		s 1.50	f 5.59			203.0	TO	VINA 1.6
15						f		f 1.55				204.6		COPELAND 2.5
12 Spur												207.1		ENSIGN 0.9
8 Spur						f		f				208.0		BOHEMIA 1.7
48						s 8.40		s 2.03	f 6.15			209.7	TO	LOS MOLINOS 2.0
120 PY		2.50	1.08	8.20AM	11.40PM	s 8.50	2.27PM	s 2.11	s 6.25	6.10AM	1.07AM	211.7	Block Signals TO-R	TEHAMA 2.1
Term Yard BKWFPY		3.05AM	1.25PM	8.30AM	s 11.50PM	s 9.00PM	s 2.35PM	s 2.20PM	s 6.35AM	s 6.20AM	s 1.15AM	213.8	TO-R	GERBER
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.0)
	(2.40) 12.82	(9.05) 11.88	(6.25) 10.83	(0.10) 12.60	(0.10) 12.60	(3.40) 29.45	(0.08) 15.75	(3.30) 30.80	(3.55) 27.57	(0.10) 12.60	(0.08) 15.75			....................Time over District ....Average speed per hour

Marysville Yard—see page 10

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Any Station	Receive	Portland	
56 58	Sativa	Receive or discharge	Any Station	Any Station

Schedule time and train orders will apply at the Junction Switch at Tehama.

Westward trains are superior to trains of the same class in the opposite direction.

Trains to and from Oroville, on Woodland Oroville line use Marysville siding.

Eastward trains when taking siding at Marysville will use cross-over just west of west water column.

Eastward trains when taking siding at Nelson will use cross-over just East of station building.

Additional Stations: Rupert Spur 138.9; Binney Junction Tower 141.8; Sativa 165.2: Vecino 186.6.

WESTWARD

Time Table No. 121

November 1, 1924

	STATIONS	Distance from Gerber	53	11	43	15	55	57	13	219	239	221	241	223	227	229
			FIRST CLASS							THIRD CLASS						
			Oregonian	The Shasta	Gerber Sacramento Passenger	Southern California Express	Dunsmuir Sacramento Passenger	Gerber Sacramento Passenger	San Francisco Express	Freight	Freight	Freight	Freight	Local Freight	Local Freight	Local Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
TO-R	ROSEVILLE YARD	108.0								7.30AM	1.00PM	**10.00PM**	12.35AM			8.00PM
	0.8															
R	ROSEVILLE	107.2				s 1.30PM	s 5.40PM		s 3.20AM							
	6.2															
	WHITNEY	101.0				1.18	f **5.29**		3.08			9.30				7.30
	4.2															
TO	LINCOLN	96.8				s 1.10	s 5.20		s 3.00	7.00	12.20PM	**9.15**	11.50PM			**6.40**
	1.3															
	CLAYTON	95.5														
	2.7															
	EWING	92.8				1.00	f 5.12		**2.45**	6.45	11.59AM	8.45	11.30			
	1.1															
	BROCK	91.7				12.58	5.10		2.43							
	2.7															
	SHERIDAN	89.0				12.53	s 5.06		2.38			8.35				6.10
	3.3															
TO	WHEATLAND	85.7				s 12.47	s 5.00		s 2.32	6.25		8.20	11.10			**5.56**
	6.1															
	OSTROM	79.6				12.37	f 4.48		2.22		**11.35**	**7.50**	**10.45**			5.15
	6.6															
TO-R	MARYSVILLE	73.0				s 12.25	s 4.35		s 2.10	5.45	11.00	7.15	10.30		12.45PM	5.00PM
	1.0															
Block Signals	W. P. R. R. Crossing															
	2.9															
	BERG	69.1				12.10	f 4.23		1.53	5.30	10.45	**6.33**	10.15		12.30	
	3.0															
	LOMO	66.1				**12.06**	f 4.18		1.48						**12.06PM** 11.55AM	
	2.1															
	SUNSET	64.0					f									
	1.7															
TO	LIVE OAK S. N. R. R. Crossing	62.3				s 12.01PM	s 4.12		f 1.42						11.45	
	4.4															
	FAGAN	57.9														
	2.1															
TO	GRIDLEY	55.8				s 11.50AM	s 4.02		s 1.30	4.40	9.55	5.20	**9.45**		11.15	
	3.4															
TO	BIGGS	52.4				s 11.40	s 3.54		s 1.20	**4.25**	**9.40**	4.33	9.30		10.30	
	2.7															
	RICETON	49.7														
	3.3															
TO	RICHVALE	46.4				f 11.29	s 3.43		f 1.08						**10.00**	
	4.1															
	NELSON	42.3				11.22	s 3.36		f 12.59	3.50	**9.10**	4.00	9.00		**9.10**	
	6.6															
TO	DURHAM	35.7				s 11.11	s 3.25		f 12.47							
	3.8															
	FAULKNER	31.9														
	2.3															
TO-R	S. N. R. R. Crossing CHICO	29.6				s **11.00**	s **3.15**		s **12.35**	3.15	8.45	**3.15**	8.40		8.15	
	4.9															
	GIMBAL	24.7					f									
	2.2															
	NORD	22.5				10.42	f 3.00		12.15							
	2.3															
	ANITA	20.2				10.38	f 2.56		12.11	2.45	8.15	2.10	**8.08**		7.30	
	2.4															
	CANA	17.8				10.34	f 2.52		12.07AM							
	2.3															
	SOTO	15.5										**1.43**				
	4.7															
TO	VINA	10.8				s 10.23	s 2.42		f 11.56PM	**2.15**	7.45	1.30	7.20		7.10	
	1.6															
	COPELAND	9.2														
	2.5															
	ENSIGN	6.7														
	0.9															
	BOHEMIA	5.8					f									
	1.7															
TO	LOS MOLINOS	4.1				s 10.13	s 2.33		f 11.46						6.55	
	2.0															
Block Signals TO-R	TEHAMA	2.1	2.47AM	5.52AM	s 8.57AM	s 10.07	s **2.27**	s 3.07PM	s **11.40**			**1.08**		3.15AM	6.45	
	2.1															
Block Signals TO-R	GERBER	0.0	2.40AM	5.45AM	8.50AM	10.00AM	**2.20PM**	3.00PM	11.30PM	1.30AM	7.00AM	12.50PM	6.35PM	**3.05AM**	**6.35AM**	
		(108.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District Average speed per hour		(0.07) 15.83	(0.07) 15.83	(0.07) 15.83	(3.30) 30.63	(3.20) 32.40	(0.07) 15.83	(3.50) 28.17	(6.00) 18.00	(6.00) 18.00	(9.10) 10.80	(6.00) 18.00	(0.10) 12.60	(6.10) 11.83	(3.00) 12.00

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the Junction Switch at Tehama.

Additional Stations: Rupert Spur 138.9; Binney Junction Tower 141.8; Sativa 165.2; Vecino 186.6.

Trains to and from Oroville, on Woodland Oroville line, use Marysville siding.

Marysville Yard see page 10.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
15	Any Station	Discharge		Ashland
13	Any Station	Discharge		Portland
55	Sativa	Receive or Discharge	Any Station	Any Station

EASTWARD.

Time Table No. 121

November 1, 1924

Capacity of sidings in car lengths.	THIRD CLASS				SECOND CLASS	FIRST CLASS					Distance from San Francisco		STATIONS
	366	232	226	224	128	12	542	44	14	54			
	Local Freight	Local Freight	Local Freight	Local Freight	Colusa Branch Motor	The Shasta	Sacramento-Marysville MOTOR	Sacramento Gerber Passenger	Puget Sound Express	Oregonian			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	**Lv. Daily Ex. Sunday**	Lv. Daily Ex. Sunday	Leave Daily	**Leave Daily**	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Terminal Yard IWYP		8.30AM	6.30AM			10.35PM	8.10PM	8.00PM	10.35AM	3.00AM	75.6	TO-R	DAVIS 5.1
49		8.45	6.45			10.42	f 8.20	f 8.10	f 10.42	3.08	80.7		MERRITT 2.5
20		8.50	6.50			10.45	f 8.25	f 8.14	f 10.46	3.12	83.2		MULLEN 1.7
68 IPW		9.00AM	7.40			10.49	s 8.30PM	s 8.20	s 10.55	3.18	84.9	TO-R	WOODLAND S. N. R. R. Crossing 4.3
49 Spur								f	f		89.2		ELVATON 0.7
38			**7.59**			10.57		s 8.30	s 11.05	3.28	89.9	TO	YOLO 2.2
10 Spur								f	f		92.1		DUFOUR 1.6
6 Spur								f	f		93.7		RONDA 2.1
43			8.35			11.04		f 8.42	s **11.17**	3.37	95.8	TO	ZAMORA 2.2
20						11.07		f 8.46	f 11.21	3.40	98.0		BRETONA 5.2
38 WP			9.05			11.14		s 8.56	s 11.32	3.47	103.2	TO	DUNNIGAN 3.2
43			9.15					f 9.02	f 11.38		106.4		HERSHEY 1.9
118 119 YP			9.20			11.21		f 9.06	s **11.43**	3.54	108.3		HARRINGTON 5.2
49			9.40			11.28		s 9.16	s 11.54AM	4.02	113.5	TO	ARBUCKLE 4.1
35 W			**9.55**			11.33		f 9.24	f 12.02PM	4.08	117.6		GENEVRA 0.9
15								f	f		118.5		MACY 5.7
57			10.25			11.41		s 9.34	s 12.13	**4.20**	124.2	TO	WILLIAMS 4.9
49			**10.58**			11.47		f 9.41	f 12.21	4.27	129.1		CORTENA 3.9
50 W			11.40			11.52		s 9.47	s 12.28	4.33	133.0	TO	MAXWELL 5.3
47			11.59AM			11.59PM		f 9.55	f 12.37	4.40	138.3		DELAVAN 3.8
48			12.30PM			12.04AM		f 10.01	f 12.44	4.45	142.1		NORMAN 2.2
36			**12.48**			12.07		f 10.04	f **12.48**	4.48	144.3		LOGANDALE 5.6
64 WFY			1.40			12.15		s 10.20	s 1.05	4.57	149.9	TO-R	WILLOWS 3.3
10								f	f		153.2		LYMAN 3.6
48			2.00			12.24		f 10.31	s 1.16	5.07	156.8	TO	ARTOIS 3.9
36			2.15					f 10.38	f 1.23		160.7		GRAPIT 1.3
43			2.25					f	f	5.15	162.0		GREENWOOD 3.4
45 PWK	6.30AM		2.40PM	6.40AM	8.15AM	12.35		s 10.55	s 1.42	**5.20**	165.4	Block Signals TO-R	ORLAND 1.6
42 PY	6.40AM			6.55	8.20AM	12.38		f 10.58	f 1.45	5.23	167.0		WYO 2.0
16				7.05				f	f		169.0		MALTON 4.4
30				7.25		12.46		f 11.09	f 1.57	5.42	173.4		KIRKWOOD 5.1
51				7.45		12.53		s 11.20	s 2.08	5.50	178.5	TO	CORNING 3.1
49				8.00		12.58		f 11.28	f 2.15	**5.58**	181.6		RICHFIELD 4.7
120 YP				8.15AM		1.07AM		s 11.40PM	s 2.27PM	6.10AM	186.3	TO-R	TEHAMA
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	**Arrive Daily Ex. Sunday**	Arrive Daily Ex. Sunday	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**	**Arrive Daily**			(110.7)
	(0.10)	(0.30)	(8.10)	(1.35)	(0.05)	(2.32)	(0.20)	(3.40)	(3.52)	(3.10)	..................Time over District		
	9.60	18.60	13.55	13.20	19.20	43.69	27.90	30.19	28.62	34.96	..................Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the Junction Switch at Tehama.

ADDITIONAL STATIONS:—Riz-146.0.
Delphos 126.8.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
54	Woodland, Arbuckle, Williams, Maxwell, Willows, Orland, Corning	Receive	Ashland, where train is scheduled to stop.	
12	Woodland	Receive	Ashland, where train is scheduled to stop	

WESTWARD

Time Table No. 121

November 1, 1924

	STATIONS	Distance from Tehama	FIRST CLASS					SECOND CLASS	THIRD CLASS			
			53 Oregonian	541 Marysville Sacramento MOTOR	11 The Shasta	43 Gerber Sacramento Passenger	57 Gerber Sacramento Passenger	131 Colusa Branch MOTOR	223 Local Freight	233 Local Freight	225 Local Freight	369 Local Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
TO-R	DAVIS 5.1	110.7	s 5.42AM	s 8.10AM	s 8.25AM	s 12.45PM	s 6.40PM			11.59AM	1.40PM	
	MERRITT 2.5	105.6	5.29	f 8.01	8.15	f 12.35	f 6.26			11.45AM	1.25	
	MULLEN 1.7	103.1		f 7.54		f 12.29	f 6.19					
TO-R	WOODLAND S. N. R. R. Crossing. 4.3	101.4	5.20	7.50AM	8.07	s 12.25	s 6.15			11.30AM	1.10	
	ELVATON 0.7	97.1				f						
TO	YOLO 2.2	96.4	5.10		**7.59**	s **12.15**	s 6.05				**12.15PM**	
	DUFOUR 1.6	94.2				f	f					
	RONDA 2.1	92.6				f	f					
TO	ZAMORA 2.2	90.5	5.01		7.51	s 12.06	s 5.55				**11.17AM**	
	BRETONA 5.2	88.3	4.57		7.48	f 12.02PM	f 5.50					
TO	DUNNIGAN 3.2	83.1	4.50		7.41	s 11.54AM	s 5.40				10.55	
	HERSHEY 1.9	79.9				f 11.47	f 5.32					
	HARRINGTON 5.2	78.0	4.42		7.34	s **11.43**	f 5.28				10.35	
TO	ARBUCKLE 4.1	72.8	4.35		7.27	s 11.30	s 5.20				10.20	
	GENEVRA 0.9	68.7	4.29		7.21	f 11.20	f 5.10				**9.55**	
	MACY 5.7	67.8				f	f				9.15	
TO	WILLIAMS 4.9	62.1	**4.20**		7.13	s 11.10	s 5.00				8.30	
	CORTENA 3.9	57.2	4.12		7.07	f **10.58**	f 4.50					
TO	MAXWELL 5.3	53.3	4.06		7.02	s 10.50	s 4.44				8.00	
	DELAVAN 3.8	48.0	3.59		6.55	f 10.41	f 4.34				7.35	
	NORMAN 2.2	44.2	3.54			f 10.34	f 4.27				7.25	
	LOGANDALE 5.6	42.0	3.50		6.47	f 10.29	f 4.23				7.15	
TO-R	WILLOWS 3.3	36.4	3.42		**6.40**	s 10.20	s 4.15				**6.40**	
	LYMAN 3.6	33.1				f	f 4.03				6.10	
TO	ARTOIS 3.9	29.5	3.30		6.31	s 10.02	s 3.58				6.00	
	GRAPIT 1.3	25.6	3.24		6.26	f 9.54	f 3.51				5.40	
	GREENWOOD 3.4	24.3				f	f 3.48					
Block Signals TO-R	ORLAND 1.6	20.9	3.17		6.20	s 9.45	s 3.42	s 3.00PM	5.00AM		**5.20AM**	5.40PM
	WYO 2.0	19.3	3.14		6.17	f 9.35	f 3.36	2.55PM	4.35			5.30PM
	MALTON 4.4	17.3				f	f 3.33		4.20			
	KIRKWOOD 5.1	12.9	3.06		6.09	f 9.25	f 3.27		4.05			
TO	CORNING 3.1	7.8	2.59		6.02	s 9.15	s 3.20		3.50			
	RICHFIELD 4.7	4.7	2.54		**5.58**	s 9.04	f 3.14		3.25			
TO-R	TEHAMA	0.0	2.47AM		5.52AM	8.57AM	3.07PM		3.15AM			
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over district		(2.55)	(0.20)	(2.33)	(3.48)	(3.33)	(0.05)	(1.45)	(0.29)	(8.20)	(0.10)
	Average speed per hour		26.96	27.90	43.41	29.21	31.18	19.20	11.94	19.24	10.88	9.60

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the Junction Switch at Tehama.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
53	Corning, Orland, Willows, Maxwell, Williams, Arbuckle, Woodland	Receive or Discharge	Sacramento and Port Costa	Ashland

EASTWARD — WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from San Francisco	Time Table No. 121 November 1, 1924		Distance from Oroville	FIRST CLASS		THIRD CLASS	
	232 Knight Landing Local Freight	234 Marysville Oroville Mixed		542 Sacramento Marysville MOTOR					541 Marysville Sacramento MOTOR		233 Knights Landing Local Freight	235 Oroville Marysville Mixed
	Lv. Daily Ex. Sunday	Leave Daily		Leave Daily			STATIONS		Arrive Daily		Ar. Daily Ex. Sunday	Arrive Daily
68 IBKPW	9.30AM			8.30PM	84.9	TO-R	WOODLAND 2.3	63.0	s 7.47AM		11.00AM	
16				f	87.2		GARIO 0.5	60.7	f			
23				f 8.37	87.7		PEART 1.7	60.2	f 7.40			
29 Spur				f	89.4		LAUGENOUR 0.7	58.5	f			
19				f 8.44	90.1		CURTIS 2.3	57.8	f 7.35			
4 Spur				f	92.4		CORANCO 1.6	55.5	f			
25 P Spur	**10.15**			s 8.55	94.0	TO	KNIGHTS LANDING 2.1	53.9	s 7.27		**10.15**	
Spur					96.1		CUNARD 0.4	51.8				
P	10.45			s 9.02	96.5	R	GRACE S. P. Crossing 0.9	51.4	s 7.20		9.30	
2 Spur				f	97.4		BYPASS 7.8	50.5	f			
65				f 9.20	105.2		CHANDLER 2.3	42.7	f 7.02			
29	11.20AM			f	107.5		MARCUSE 2.0	40.4	f 6.58		9.00	
4 Spur				f	109.2		WILSON 2.2	38.4	f			
19 W				s 9.32	111.4		TUDOR 1.0	36.5	s 6.50			
8				f 9.34	112.4		ABBOTT 3.4	35.5	f 6.47			
31				f 9.42	115.8		OSWALD 1.9	32.1	f 6.40			
43				f 9.47	117.7		BOGUE 2.7	30.2	f 6.36			
19 PI	12.01PM			s 9.52	120.4		YUBA CITY S. N. R. R. Crossing 1.4	27.5	s 6.30		8.20	
Yard				s 9.57	121.8		W. P. R. R. Crossing E STREET, MARYSVILLE 0.6	26.1	s 6.25			
Yard WPYFIBK	12.30PM	8.30AM		s 10.00PM	122.4	TO-R	MARYSVILLE 4.1	25.5	6.20AM		8.00AM	s 3.00PM
3 Spur		f			126.5		MELLO 4.2	21.4				f
19		s 9.05			130.7		RAMIREZ 1.1	17.2				s 2.15
8 Spur		f			131.8		MISSION 3.2	16.2				f
15 P		s 9.30			135.0		HONCUT 6.6	12.9				s 1.50
14		f 9.55			141.6		HEARST 0.9	6.3				f 1.25
35 P		s 10.00			142.5		PALERMO 2.5	5.4				s 1.20
27		f 10.10			145.0		VILLA VERONA 2.9	2.9				f 1.10
Yard WTPK		s 10.30AM			147.9	TO-R	OROVILLE	0.0				1.00PM
	Ar. Daily Ex. Sunday	Arrive Daily		Arrive Daily			(63.0)		Leave Daily		Lv. Daily Ex. Sunday	Leave Daily
	(3.00)	(2.00)		(1.30)			Time over District		(1.27)		(3.00)	(2.00)
	12.52	12.75		25.00			Average Speed per hour		25.86		12.50	12.75

Marysville Yard—See trains on pages 6 and 7.
Trains to and from Oroville, use Marysville Siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS—Saccarus, Vernon, Coulter, Lee, Messick, Coxlane and Baggett.

ADDITIONAL STATIONS:—Saccarus-Mile Post 89.7; Vernon 98.7; Coulter 101.8; Lee 102.7; Messick 114.5; Binney Junction Tower 122.7; Coxlane 139.2; Baggett 146.5.

EASTWARD — WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS	Distance from San Francisco	Time Table No. 121 November 1, 1924		Distance from Wyo	FIRST CLASS	THIRD CLASS
	368 Local Freight	130 Motor					129 Motor	367 Local Freight
	Lv. Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Ar. Daily Ex. Sunday
Yard PY	12.30PM	11.50AM	108.3	R	HARRINGTON 4.0	72.1	s 11.15AM	12.15PM
40	12.45	s **11.59**AM	112.3		COLLEGE CITY 3.7	68.1	s 11.02	**11.59**AM
33	1.00	f 12.09PM	116.0		GRAINO 4.8	64.4	f 10.52	11.30
101 W	1.20	s 12.20	120.8	TO	GRIMES 3.6	59.6	s 10.39	11.10
30	1.35	f 12.29	124.4		SYCAMORE 4.4	56.0	f 10.30	10.45
35	1.50	f 12.39	128.8		DOLAN 4.2	51.6	f 10.20	10.30
97	2.30	s 12.55	133.0	TO	COLUSA 10.2	47.4	s **10.10**	**10.10**
50	3.00	f 1.25	143.2		STEGEMAN 2.7	37.2	f 9.45	9.10
39 W	3.15	s 1.32	145.9		PRINCETON 4.5	34.1	s 9.38	8.55
33	3.35	s 1.43	150.4		CODORA 5.2	30.0	s 9.28	8.35
64	3.55	s 1.57	155.6		GLENN 6.5	24.8	s 9.15	8.15
40	4.20	f 2.10	162.1		ORDBEND 3.8	18.3	f 9.02	7.50
33	4.35	s 2.20	165.9		ROTAVELE 4.1	14.5	f 8.53	7.35
84 W	5.00	s 2.30	170.0	TO	HAMILTON 10.4	10.4	s 8.43	7.20
42 PY	5.30PM	s 2.55PM	180.4		WYO	0.0	8.20AM	6.40AM
	Ar. Daily Ex. Sunday	Arrive Daily			(72.1)		Leave Daily	Lv. Daily Ex. Sunday
	(5.00)	(3.05)			Time over District		(2.55)	(5.35)
	14.42	23.38			Average speed per hour		24.72	12.91

ADDITIONAL STATIONS: Nadine-Spur 157.0, Moda 175.2 and Cory 178.6.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS: Nos. 129 and 130 at road crossing near 138f, 148f, Moda, Nadine Spur and Cory.

EASTWARD — WESTWARD

Capacity of sidings in car lengths.		SECOND CLASS	Distance from San Francisco	Time Table No. 121 November 1, 1924		Distance from Fruto	THIRD CLASS	
		266 Fruto Mixed					267 Willows Mixed	
		Leave Saturday Only			STATIONS		Arrive Saturday Only	
64 WFYBKP		7.00AM	149.9	TO-R	WILLOWS 2.4	17.0	s 9.10AM	
7 Spur		f	152.3		LOSA 3.5	14.6	f	
20		f 7.20	155.8		KURAND 3.8	11.1	f 8.55	
10		f 7.35	159.6		MILLSHOLM 4.0	7.3	f 8.40	
9		f 7.50	163.6		ATHENA 3.3	3.3	f 8.25	
19 PT		s 8.00AM	166.9	R	FRUTO	0.0	8.10AM	
		Arrive Saturday Only			(17.0)		Leave Saturday Only	
		(1.00)			Time over District		(1.00)	
		17.00			Average speed per hour		17.00	

Westward trains are superior to trains of the same class in the opposite direction.

WESTWARD

San Francisco	Time Table No. 121 November 1, 1924 STATIONS	Distance from Walnut Grove	SECOND CLASS 533 Walnut Grove Sacramento MIXED Arrive Daily
3.8	TO-R SACRAMENTO	24.6	s 3.15PM
	0.5		
9.3	S. N. R. R. Crossing	24.1	
	0.3		
9.6	JCT. SWITCH R STREET	23.8	3.10
	2.2		
1.8	BATHS	21.6	f 3.04
	2.4		
4.2	DEL RIO	19.2	f 2.58
	3.3		
7.5	FREEPORT	15.9	s 2.50
	7.8		
5.3	HOOD	9.5	s 2.30
	4.0		
7.9	LAMBERT	5.5	f 2.17
	3.3		
1.2	MOFUBA	2.2	f
	2.2		
3.4	TO-R WALNUT GROVE	0.0	2.00PM
	(24.6)		Leave Daily
	Time over District		(1.15)
	Average speed per hour		19.68

R DISCHARGE PASSENGERS: — Nos. 532 and 533 at Front and M Street
n, Mosher, Acacia, Locke and Rosebud.

t 93.0; Pocket 96.4; Content 98.9; Cronin 100.1; Mosher 100.9; Acacia 102.6;
arf 112.6.

23	1.45		s 5.31	145.0	TO DIAMOND SPRINGS	3.7	s 7.20		6.45
					2.7				
6 Spur				147.7	APEX	1.0			
					1.0				
Yard WTK	2.00PM		s 5.40PM	148.7	TO-R PLACERVILLE	0.0	7.10AM		6.30AM
	Arrive Mon., Wed., Fri.		Arrive Daily		(59.9)		Leave Daily		Leave Tues., Thurs., Sat.
	(5.50)		(2.40)		Time over District		(2.20)		(4.45)
	11.20		22.46		Average speed per hour		25.31		12.61

Water—One mile east of Dugan.

For Fair Oaks Branch trains, see Fair Oaks Branch schedules.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS:— Nos. 161 and 162 Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden, Carpenter and Prattrock.

ADDITIONAL STATIONS:—Brown, 97.0,—Alden, 98.0,—Bradshaw, 99.8,—Boyd, 100.3,—Soudan, 103.7,—Salsbury, 105.2, Nagle, 111.3,—Prattrock, 111.4,—Donnelly, 112.0,—Carpenter, 114.5,—Maltby, 119.4,—Harvey, 121.7.

15 PT	10.10AM	7.50AM		s 9.03AM
	Ar. Tues., Thurs., Sat.	Ar. Mon., Wed., Fri.		Arrive Daily
	(0.10)	(0.10)		(0.05)
	11.40	11.40		22.80

WESTWARD

Distance from San Francisco	Time Table No. 121 November 1, 1924 STATIONS	Distance from Fair Oaks	SECOND CLASS 165 Fair Oaks Motor Arrive Daily		FOURTH CLASS 271 Local Freight Ar. Mon., Wed., Fri.	 273 Local Freight Ar. Tues., Thur., Sat.
104.4	R CITRUS	1.9	s 9.11AM		8.20AM	11.00AM
	1.9					
106.3	TO-R FAIR OAKS	0.0	9.05AM		8.10AM	10.50AM
	(1.9)		Leave Daily		Lv. Mon., Wed., Fri.	Lv. Tues. Thur., Sat.
	Time over District		(0.06)		(0.10)	(0.10)
	Average speed per hour		19.00		11.40	11.40

Westward trains are superior to trains of the same class in the opposite direction.

NOV 21 1924
SUPT. OF TRANSPORTATION

R. L. Rudy

SOUTHERN PACIFIC COMPANY
(Pacific System)

Sacramento Nov. 20, 1924

Bulletin No. 232

ALL CONCERNED:

Effective Monday, December 1st, 1924, motor car service on Colusa Branch will be withdrawn and mixed train service substituted on the following schedule.

Lv. 11:50 AM	Harrington	Ar. 11:15 AM
12:05 PM	College City	11:00
12:20	Graino	10:45
12:35	Grimes	10:30
12:50	Sycamore	10:15
1:05	Dolan	10:00
1:35	Colusa	9:40
2:10	Stegeman	9:00
2:20	Princeton	8:50
2:40	Codora	8:35
3:00	Glenn	8:15
3:20	Ordbend	7:50
3:35	Rotavele	7:35
3:55	Hamilton	7:20
4:30	Wyo	6:40
Ar. 4:40 PM	Orland	Lv. 6:30 AM

WCK
Att to Ans
Div from Rath
file

Copy of this notice to be placed in conspicuous place in motor car new operating on the Colusa Branch and at all stations on this branch where passengers are receivedand discharged, as notice to the traveling public of the change.

T. Ahern,
Superintendent.

File No. 520-31

EASTWARD

Capacity of sidings in car lengths.	THIRD CLASS 232 Knight Landing Local Freight Lv. Daily Ex. Sunday	SECOND CLASS 234 Marysville Oroville Mixed Leave Daily	FIRST CLASS	542 Sacramento Marysville MOTOR Leave Daily	Distance from San Francisco	Time Nove
68 IBKPW	9.30AM			8.30PM	84.9	TO-R W
16				f	87.2	
23				f 8.37	87.7	
29 Spur				f	89.4	LA
19				f 8.44	90.1	
4 Spur				f	92.4	C
25 P Spur	10.15			s 8.55	94.0	TO KNIGH
Spur					96.1	C
P	10.45			s 9.02	96.5	R S
2 Spur				f	97.4	
65				f 9.20	105.2	CI
29	11.20AM			f	107.5	M
4 Spur				f	109.2	
19 W				s 9.32	111.4	
8				f 9.34	112.4	
31				f 9.42	115.8	C
43				f 9.47	117.7	
19 PI	12.01PM			s 9.52	120.4	YU S.N
Yard				s 9.57	121.8	W. E STREE
Yard WPYFIBK	12.30PM	8.30AM		s 10.00PM	122.4	TO-R MA
3 Spur		f			126.5	
19		s 9.05			130.7	R
8 Spur		f			131.8	N
15 P		s 9.30			135.0	E
14		f 9.55			141.6	E
35 P		s 10.00			142.5	PA
27		f 10.10			145.0	VILL
Yard WTPK		s 10.30AM			147.9	TO-R OR
	Ar. Daily Ex. Sunday	Arrive Daily		Arrive Daily		
	(3.00) 12.52	(2.00) 12.75		(1.30) 25.00		........Tim ....Averag

Marysville Yard—
Trains to and from Or

10		f 7.35	159.6	MILLSHOLM 4.0	7.3	f 8.40
9		f 7.50	163.6	ATHENA 3.3	3.3	f 8.25
19	PT	s 8.00AM	166.9	R FRUTO	0.0	8.10AM
		Arrive Saturday Only		(17.0)		Leave Saturday Only
		(1.00) 17.00		........Time over District........ ....Average speed per hour........		(1.00) 17.00

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS—Saccarus, Vernon, Coulter, Lee, Messick, Coxlane and Baggett.

ADDITIONAL STATIONS:—Saccarus-Mile Post 89.7; Vernon 98.7; Coulter 101.8; Lee 102.7; Messick 114.5; Binney Junction Tower 122.7; Coxlane 139.2; Baggett 146.5.

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD						Time Table No. 121	WESTWARD			
	THIRD CLASS		FIRST CLASS			November 1, 1924		FIRST CLASS	THIRD CLASS	
Capacity of Sidings in Car Lengths	264 Local Freight Leave Mon., Wed., Fri.		162 Sacramento Placerville Motor Leave Daily	Distance from San Francisco		STATIONS	Distance from Placerville	161 Placerville Sacramento Motor Arrive Daily		265 Local Freight Arrive Tues., Thurs., Sat.
WFTYPBK	6.30AM		3.00PM	88.8	TO-R	SACRAMENTO 0.5	59.9	s 9.45AM		12.15PM
				89.3		S. N. R. R. Crossing 0.3	59.4			
				89.6		JCT. SWITCH, R STREET 0.1	59.1			
				89.7		S. N. R. R. Crossing Western Pacific Crossing 0.5	59.0			
				90.2		Central California Traction Crossing 0.6	58.5			
I	Via Elvas		Via Elvas	90.8		Western Pacific Crossing 1.2	57.9	Via Elvas		Via Elvas
I				92.0		S. N. R. R. Crossing 0.3	56.7			
Yard				92.3		HOMESTEAD 2.4	56.4			
89 WP	6.50		s 3.17	94.7	TO-R	BRIGHTON S. P. Crossing. 0.8	54.0	s 9.28		11.50AM
7 Spur			f	95.5		RAMONA 0.4	53.2			
29	6.55		s 3.20	95.9		PERKINS 1.6	52.8	s 9.26		11.40
9			f	97.5		MANLOVE 1.4	51.2	f		
81	7.05		f 3.26	98.9		MAYHEW 1.8	49.8	f 9.21		11.25
8			f	100.7		ROUTIER 0.9	48.0	f		
22	7.20		s 3.33	101.6	TO	MILLS 1.8	47.1	s 9.17		11.15
35	7.30		f 3.37	103.4		MATHER 1.0	45.3	f 9.14		11.05
35 P	7.35 8.25		s 3.40	104.4	R	CITRUS 3.0	44.3	9.12 s 8.57		11.00 10.00
18	8.35		f 3.47	107.4		NIMBUS 0.9	41.3	f 8.51		9.45
31	8.48		f	108.3		ALDER CREEK 1.8	40.4	f 8.48		
25			f 3.53	110.1		NATOMA 1.0	38.6	f 8.43		9.35
25 WY	9.30		s 3.58	111.8	TO-R	FOLSOM 6.9	37.6	s 8.40		9.30
9	10.25		f 4.13	118.0		WHITE ROCK 5.1	30.7	f 8.22		8.50
9 Spur	10.50		f 4.25	123.1		COTHRIN 3.0	25.6	f 8.10		8.30
15	11.20		s 4.34	126.1		LATROBE 1.5	22.6	s 8.04		8.04
4 Spur			f	127.6		FLONELLIS 0.2	21.1	f		
3 Spur				127.8		SWIFT 0.3	20.9			
9 Spur	11.30		f 4.41	128.1		BRELA 1.7	20.6	f 7.59		7.50
6 Spur			f 4.46	129.8		BRANDON 1.6	18.9	f 7.55		
6	11.50AM		f 4.50	131.4		DUGAN 0.3	17.3	f 7.52		7.40
4 Spur			f	131.7		BULLARD 2.3	17.0	f		
2 Spur	12.15PM		f 4.56	134.0		BENNETT 2.9	14.7	f 7.46		7.30
27	12.45		s 5.05	136.9		SHINGLE SPRINGS 3.5	11.8	s 7.40		7.20
6 Spur	1.10		f 5.15	140.4		CUMMINGS 2.3	8.3	f 7.32		7.05
32	1.30		s 5.23	142.7		EL DORADO 2.3	6.0	s 7.26		6.55
23	1.45		s 5.31	145.0	TO	DIAMOND SPRINGS 2.7	3.7	s 7.20		6.45
6 Spur				147.7		APEX 1.0	1.0			
Yard WTK	2.00PM		s 5.40PM	148.7	TO-R	PLACERVILLE	0.0	7.10AM		6.30AM
	Arrive Mon., Wed., Fri.		Arrive Daily			(59.9)		Leave Daily		Leave Tues., Thurs., Sat.
	(5.50) 11.20		(2.40) 22.46			Time over District Average speed per hour		(2.20) 25.31		(4.45) 12.61

For Fair Oaks Branch trains, see Fair Oaks Branch schedules.

Water—One mile east of Dugan.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS:— Nos. 161 and 162 Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden, Carpenter and Prattrock.

ADDITIONAL STATIONS:—Brown, 97.0,—Alden, 98.0,—Bradshaw, 99.8,—Boyd, 100.3,—Soudan, 103.7,—Salsbury, 105.2, Nagle, 111.3,—Prattrock, 111.4,—Donnelly, 112.0,—Carpenter, 114.5,—Maltby, 119.4,—Harvey, 121.7.

EASTWARD						Time Table No. 121	WESTWARD			
			SECOND CLASS			November 1, 1924		SECOND CLASS		
Capacity of Sidings in Car Lengths			532 Sacramento Walnut Grove MIXED Leave Daily	Distance from San Francisco		STATIONS	Distance from Walnut Grove	533 Walnut Grove Sacramento MIXED Arrive Daily		
Terminal Yard WFTYPBK			7.40AM	88.8	TO-R	SACRAMENTO 0.5	24.6	s 3.15PM		
Yard				89.3		S. N. R. R. Crossing 0.3	24.1			
Yard P			7.45	89.6		JCT. SWITCH R STREET 2.2	23.8	3.10		
Yard			f 7.51	91.8		BATHS 2.4	21.6	f 3.04		
60			f 7.58	94.2		DEL RIO 3.3	19.2	f 2.58		
60			s 8.07	97.5		FREEPORT 7.8	15.9	s 2.50		
66 P			s 8.27	105.3		HOOD 4.0	9.5	s 2.30		
55			f 8.40	107.9		LAMBERT 3.3	5.5	f 2.17		
44			f	111.2		MOFUBA 2.2	2.2	f		
61 PWY			s 8.55AM	113.4	TO-R	WALNUT GROVE	0.0	2.00PM		
			Arrive Daily			(24.6)		Leave Daily		
			(1.15) 19.68			Time over District Average speed per hour		(1.15) 19.68		

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS:— Nos. 532 and 533 at Front and M Street Sacramento, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

ADDITIONAL STATIONS:—Charles Mile Post 93.0; Pocket 96.4; Content 98.9; Cronin 100.1; Mosher 100.9; Acacia 102.6; Rosebud 103.3; Locke and Walnut Grove Wharf 112.6.

EASTWARD						Time Table No. 121	WESTWARD			
	THIRD CLASS		FIRST CLASS			November 1, 1924		SECOND CLASS	FOURTH CLASS	
Capacity of Sidings in Car Lengths	272 Local Freight Lv. Tues., Thurs., Sat.	270 Local Freight Lv. Mon. Wed., Fri.	164 Fair Oaks Motor Leave Daily	Distance from San Francisco		STATIONS	Distance from Fair Oaks	165 Fair Oaks Motor Arrive Daily	271 Local Freight Ar. Mon., Wed., Fri.	273 Local Freight Ar. Tues., Thur., Sat.
35 P	10.00AM	7.40AM	8.58AM	104.4	R	CITRUS 1.9	1.9	s 9.11AM	8.20AM	11.00AM
15 PT	10.10AM	7.50AM	s 9.03AM	106.3	TO-R	FAIR OAKS	0.0	9.05AM	8.10AM	10.50AM
	Ar. Tues., Thurs., Sat.	Ar. Mon., Wed., Fri.	Arrive Daily			(1.9)		Leave Daily	Lv. Mon., Wed., Fri.	Lv. Tues. Thur., Sat.
	(0.10) 11.40	(0.10) 11.40	(0.05) 22.80			Time over District Average speed per hour		(0.06) 19.00	(0.10) 11.40	(0.10) 11.40

Westward trains are superior to trains of the same class in the opposite direction.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

Time Table No. 121 November 1, 1924			Distance from Brighton	5	13	19	9	21	24	256	33	64	161	1	254	265	32	15	23	286	219	55	68	229	38
				Nevada Express	San Francisco Express	Pacific Limited	Fast Mail	St. Louis Express	Tonopah Express	Sunset Manifest	Colfax Sacra-mento Passenger	The Sacramento	Placerville Sacramento Motor	San Francisco Overland Limited	Ogden Manifest	Local Freight	San Francisco Sacramento Passenger	Southern California Express	Sparks San Francisco Passenger	Local Freight	Freight	Dunsmuir Sacra-mento Passenger	Fresno Sacramento Passenger	Local Freight	San Francisco Sacramento Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thursday Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Block Signals	TO-R SAC. PASS. STA.	Double Track	6.0	3.40AM	4.00AM	4.50AM	6.00AM	6.45AM	7.00AM		9.25AM	9.30AM	9.45AM	10.35AM			1.30PM	2.05PM	2.45PM			6.15PM	8.30PM		9.30PM
	1.0																								
	12TH STREET		5.0													12.15PM				4.20PM	5.00PM			9.00PM	
	2.0																								
	ELVAS		3.0	3.28AM	3.48AM	4.38AM	5.48AM	6.33AM	6.50	8.30AM	9.13AM	9.20	9.33	10.23AM	11.00AM	12.01PM	1.20	1.53PM	2.33PM	4.00	4.45PM	6.03PM	8.20	8.45PM	9.20
	3.0																								
	TO-R BRIGHTON		0.0						6.45AM	7.50AM		9.15AM	9.28AM		10.25AM	11.50AM	1.15PM			3.50PM			8.15PM		9.15PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thursday Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

Time Table No. 121 November 1, 1924			Distance from San Francisco	10	16	264	65	24	285	222	31	56	2	162	34	63	22	58	230	20	6	257
				Atlantic Express	Oregon Express	Local Freight	Sacramento Fresno Passenger	Tonopah Express	Local Freight	Portland Fast Freight	Stockton Sacramento Passenger	Sacramento Dunsmuir Passenger	San Francisco Overland Limited	Sacramento Placerville Motor	Sacramento Colfax Passenger	The Sacramento	St. Louis Express	Sacramento Gerber Passenger	Nevada MDSE.	Pacific Limited	Nevada Express	Sunset Manifest
	STATIONS			Leave Daily	Leave Daily	Lv. Mon. Wed. Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
Block Signals	TO-R SAC. PASS. STA.	Double Track	88.8	1.15AM	1.40AM		7.10AM	7.30AM			9.00AM	10.20AM	2.35PM	3.00PM	3.40PM	4.10PM	4.40PM	4.50PM		7.35PM	10.15PM	
	1.0																					
	12TH STREET		89.8			6.30AM			7.40AM	8.40AM									6.45PM			
	2.0																					
	ELVAS		91.8	1.27AM	1.52AM	6.40	7.20	7.42AM	7.55	8.55AM	9.10	10.32AM	2.47PM	3.12	3.52PM	4.20	4.52PM	5.02PM	7.00PM	7.47PM	10.27PM	11.40PM
	3.0																					
	TO-R BRIGHTON		94.8			6.50AM	7.25AM		8.05AM		9.15AM			3.17PM		4.25PM						12.15AM
	(6.0)			Arrive Daily	Arrive Daily	Ar. Mon. Wed. Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily

EASTWARD					Time Table No. 121 November 1, 1924	WESTWARD		
Capacity of sidings in car lengths.			Distance from San Francisco		**STATIONS**	Distance from Sheffield		
P			96.5	R	GRACE	15.3		
					0.4			
30 P			96.9		MARCHANT	14.9		
					1.5			
33			98.4		MACKERT	13.4		
					2.0			
39 WP			100.4		MADDOCK	11.4		
					1.3			
33 P			101.7		SEYMOUR	10.1		
					3.4			
55 P			105.1		SUBACO	6.7		
					2.1			
33			107.2		PELGER	4.6		
					2.1			
55 P			109.3		EVERGLADE	2.5		
					1.9			
51 P			111.2		HINSDALE	0.6		
					0.6			
YP			111.8		SHEFFIELD	0.0		
					(15.3)			

.... Time over District ....
.... Average speed per hour ....

EASTWARD				Time Table No. 121 November 1, 1924	WESTWARD		
Capacity of sidings in car lengths.			Distance from San Francisco	**STATIONS**	Distance from Karnak		
30 P			96.9	MARCHANT	2.5		
				0.7			
26			97.6	ENSLEY	1.8		
				1.8			
5 P			99.4	KARNAK	0.0		
				(2.5)			

.... Time over District ....
.... Average speed per hour ....

Time Table superiority of schedule trains and train orders of all trains apply to end of double track at Brighton.

EASTWARD						Time Table No. 121 November 1, 1924		WESTWARD		
			FIRST CLASS					SECOND CLASS		
Capacity of sidings in car lengths.			600 Mixed	Distance from San Francisco			Distance from Stirling City	601 Mixed		
			Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday		
Yard FYWBKP			7.00AM	184.2	TO-R	CHICO	31.2	s 1.30PM		
						2.4				
No Siding				186.6		S. N. R. R. Crossing	28.8			
						2.7				
			f	189.3		DREDGE	26.1	f		
						3.3				
18			f	192.6		CROUCH	22.8	s		
						4.0				
No Siding			f	196.6		OAKDALE FARMS	18.8	f		
						1.6				
21 WP			s 8.10	198.2		PARADISE	17.2	s 12.25PM		
						1.4				
2 Spur			f	199.6		OSTRANDER	15.8	f		
						0.6				
2 Spur			f	200.2		WAGSTAFF	15.2	f		
						2.0				
3 Spur			f	202.2		OPTIMO	13.2	f		
						1.0				
12			s 8.30	203.2		MAGALIA	12.2	s 11.55AM		
						0.7				
7 Spur			f	203.9		BUSH	11.5	f		
						2.3				
3 P			s 8.50	206.2		APPLETON	9.2	s 11.35		
						0.9				
7 Spur P			f	207.1		LUCE	8.3	f		
						2.9				
10 (Spur) WP			s 9.10	210.0		DOON	5.4	s 11.10		
						5.4				
Yard Y			s 9.40AM	215.4	TO-R	STIRLING CITY	0.0	10.40AM		
			Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday		

(2.40) .... Time over District .... (2.50)
11.70 .... Average speed per hour 11.01

Westward trains are superior to trains of the same class in the opposite direction.

Emergency water supply, Stirling City. For main line trains see pages 6 and 7.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS: Barber (Chico yard). Mile Post. 185.1.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

San Francisco	S. A. Pope, Supervisor of Time Service, 65 Market St.		
Sacramento	H. T. Harger, 1008 "K" St.	Marysville	Leo J. Smith
Roseville	H. T. Harger	Chico	J. R. Dupen
Sparks	G. D. Davidson Co.	Willows	E. W. Wright
Oroville	O. W. Halstead	Placerville	N. H. Burger & Son

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 and 73. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Stockton Division to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

RULE 83 (A). At the following stations, only the trains indicated will register:

Chico } Trains originating and terminating.
Willows }
Harrington: No. 43, also trains originating and terminating.

RULE 83 (B). At open train-order offices trains may register by ticket as follows: Nos. 11, 12, 14, 53 and 54 at Woodland, Orland and Tehama.
Nos. 13, 15 and 16 at Tehama.
First-class trains at Roseville Yard, Colfax and Blue Canon.

Sacramento, 12th St.—Trains originating and terminating and eastward freight trains from Western Division.

Roseville (Passenger Station).—First-class trains via Roseville-Gerber line.

Folsom.—Register at Junction Switch, Folsom. Trains that are required to go to Folsom or trains originating or terminating at Folsom, will on return to the Junction, register the same information as shown on register at station.

RULE 83 (D). Trains must obtain a clearance card before leaving Marysville, Colfax and Truckee, also at Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks need not go to or obtain a clearance card at those stations.

RULE 93. SACRAMENTO YARD.—Between a point 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

ROSEVILLE YARD.—Between a point 1,000 feet west of west switch Antelope, to a point one mile east of junction switch on Roseville-Gerber line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

MARYSVILLE YARD.—Between a point 1,000 feet west of Rupert Spur, to a point just east of Binney Jct. to a point 4,100 feet east of Binney Jct. switch on Woodland-Oroville line, to a point 1,000 feet west of west switch of cannery track at Yuba City. This includes E and A Street cut-off.

GERBER (Shasta Div.).—Between a point 80 feet east of east switch of house track at Tehama and a point on Shasta Division east of Gerber.

SPARKS (Salt Lake Div.)—Between a point one and one-half miles west of Reno and a point east of Sparks on Salt Lake Division.

YARD LIMITS.—Are defined by yard limit signs at the following stations:
Colfax, Woodland, Orland,
Truckee, Willows, Folsom.
Blue Canon, Chico

RULE D 97 (A). On double track trains may run extra moving with the current of traffic without running orders between Elvas and Brighton, Sacramento and Emigrant Gap, Andover and Sparks, but helper engines returning from Emigrant Gap westward must obtain clearance at Emigrant Gap Junction.

RULE 98. DRAW-BRIDGES NOT INTERLOCKED
Sacramento River at Knights Landing.
Sacramento River at Tehama.
Trains must not stop on draw-bridge at Knights Landing.

RULE D-151. On double track between Sparks and Andover, signals used by trackmen will be placed on the left of the track in direction of movement.

RULE D-152. Does not apply between 15th Street and Sacramento River bridge, Sacramento, between Yosemite Street first road crossing east of Roseville passenger station and cut-off at Dry Creek west of Roseville yard office.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high. Overlaps are located at: Wyo.

RULE 876. Standing air brake tests must be made at:
Summit, Stirling City, Placerville.

RULE 887. Will not apply on heavy grades where necessary to work steam to water column. Helper engines coupled in middle or rear of train must be detached from the forward portion of train before taking water.

AUTOMATIC BLOCK SYSTEM

When signals 889 and 901, in Sacramento yard, indicate "stop," trains will not proceed until signal indicates "proceed" or hand signals are given by switchtender. In foggy or stormy weather, flagman must precede train when signal indicates "stop."

Three-arm automatic block signal on No. 2 track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined for movement to Loomis on No. 4 track.

On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed with caution not exceeding six miles per hour to signal governing opposite direction.

Trains stopped by signal 2134 or 2141 Gerber yard, may then proceed with caution, not exceeding six miles an hour.

Distant signals only are operated at Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution when switch is open or a train occupies main track between signal and switch.

INTERLOCKING

SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will display normal indication "stop" and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will display normal indication "proceed." This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

Limits extend from home and dwarf signals 350 feet west of bridge to home and dwarf signals 200 feet east of bridge.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific R. R.

Trains wishing to use industry or transfer tracks will give one long, one short and one long rings on push button located on home signal cases.

Limits extend from home signal 400 feet west of tower to home signal 700 feet east of tower.

ELVAS—Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, from Brighton to Roseville by lower signal.

Last paragraph Rule 628 is amended permitting towerman at Elvas to give signals from tower instead of on the ground.

Whistle signal governing routes as follows:

To Roseville, one long and one short, ——— o.
To Sacramento, three long and one short, ——— ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, two short, two long, o o ——— ———.
To spur, one short, two long, o ——— ———.

Limits on Sacramento-Roseville line extend from home signal 1400 feet west of tower to home signal 900 feet east of tower. On Elvas-Brighton line extend to home signal opposite automatic signal 1357 on eastward track and to dwarf signal 400 feet east of signal 1357 on westward track.

SNODGRASS SLOUGH.—Draw-bridge located approximately two miles west of Walnut Grove, on Walnut Grove line, interlocked.

When signal indicates "stop," trains must not move over draw-bridge until flagman has preceded the train and ascertained that bridge is closed and track safe.

NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific R. R. and Woodland-Oroville line.

Limits extend from a point 450 feet west of tower to a point 450 feet east of tower.

BINNEY JUNCTION TOWER.—Junction with Woodland-Oroville line and crossing Western Pacific R. R. Whistle signals governing routes as follows:

Main Track to or from Gerber, one long, one short ——— o.
Main Track to or from Oroville, two short, two long, o o ——— ———.
Siding to or from Gerber, one short, three long, o ——— ——— ———.
Siding to or from Oroville, three long, one short, ——— ——— ——— o.
Siding to or from west leg of wye, three short, two long, o o o ——— ———.
Main Track to or from west leg of wye, two long, three short, ——— ——— o o o.
Main Track to or from east leg of wye, one short, one long, one short, one long, o ——— o ———.
To Spur, one short, two long, o ——— ———.

Limits on Roseville-Gerber line extend from signal bridge 1300 feet west of tower to home signal 500 feet east of tower. On Oroville line extend from signal bridge to home signal 950 feet east.

LIVE OAK TOWER.—Crossing Sacramento Northern R. R. one half mile east of Live Oak. Eastward trains, when standing on main track to meet trains at Live Oak, will stop west of east house track switch to avoid holding interlocking signal against such trains.

Limits extend from home signal 500 feet west of tower to home signal 400 feet east of tower.

WOODLAND.—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:
For Tehama to or from siding, one long, one short, ——— o.
For Tehama to or from house track, three long, one short, ——— ——— ——— o.
For Knights Landing to or from siding, one short, three long, o ——— ——— ———.

Limits on Davis-Tehama line extend from home signal 450 feet west of Sacramento-Northern R. R. crossing to home signal 500 feet east of crossing. On Woodland-Oroville line extend to dwarf signal 200 feet east of crossing.

SPECIAL INSTRUCTIONS

MISCELLANEOUS

1. All available retainers on passenger and freight trains will be used as follows:

Eastward trains, Summit to Truckee.

Westward trains { Summit to Long Ravine Bridge.
New England Mills to Loomis.
Stirling City to M. P. 188.

3. ON PASSENGER TRAINS, after stopping, trainmen will turn down retainers, one man working from head end, another from the rear, until they meet; then immediately turning them up on return movement.

Engineman will release the air brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineman by one blast of the signal whistle.

4. Freight trains and light engines, except Mallets, on descending grade will make a stop of ten minutes at the following stations to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen inspect engine.

Stanford: (Except eastward freight trains that stop and take siding at Eder will inspect at Eder instead of Stanford.)

Hinton: (Inspection may be made at Floriston instead of Hinton when that station can be made ahead of passenger train schedules.)

Summit.

Troy.

Smart: (Except westward freight trains that stop and take siding at Cisco or Crystal Lake will inspect at either of these stations in addition to Smart.

Midas.

Gold Run.

Colfax.

Flint (Except westward freight trains which stop and take siding at Auburn, will inspect at Auburn instead of Flint).

Latrobe.

Paradise.

Doon.

Crouch.

Passenger trains stop at Paradise 5 minutes to cool wheels.

5. All freight trains stop and make rear end air brake test immediately before leaving Summit or Tunnel 6. Road engineer, helper engineers and conductors are responsible for brake pipe pressure throughout the train.

If standard air pressure of 80 pounds as indicated on air gauge on engines or caboose falls to 70 pounds on westward freight trains between Lake View and Summit, immediate action must be taken to stop train before passing over summit of grade.

6. After standing air brake, rear end test is made by eastward freight trains, trainmen will watch trains out of Summit or Tunnel Six.

7. Air plugs must be used on all freight trains between Sparks and Roseville. These plugs will be handled by carmen at Sparks and Roseville; but must be applied and removed when necessary by trainmen at intermediate stations.

8. When handling train lots of light loads, such as solid trains of automobiles on descending grades, trainmen will alternate the retainers in the same manner as at present is customary in handling train lots of empties, Rule No. 54—Care and operation of brakes and air signal apparatus.

9. On freight trains ascending and descending grade between Colfax and Truckee member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

STAFF RULES

11. The Train Staff system is in operation between Andover and Emigrant Gap. All stations with sidings within these limits are train staff stations.

Signal indications are given by light signals.

If signal shows red light, train must take siding.

If signal shows yellow light, train must proceed with caution, on main track, prepared to stop at staff crane.

If signal shows green light, train must proceed on main track expecting to receive staff.

SPECIAL SIGNALS GOVERNING TUNNEL SIX ARE AS FOLLOWS:

13. Westward double home signal 200 feet east of east portal of Tunnel 6.

Upper light red, and lower light red:—Stop and stay until signal indicates proceed. If delayed use telephone.

Upper light green, lower light red:—Proceed, switch lined for main track and Tunnel Six-Summit main track staff in crane on left side of main track.

Upper light red, lower light green:—Proceed, switch lined for siding and Tunnel Six siding staff in crane on right hand side of siding opposite office.

If only one light or no light is shown, stop and telephone Tunnel Six for instructions. Telephone located 50 feet west of signal on opposite side of track.

Switch handled by Tunnel Six staff operator.

14. Eastward home signal 300 feet west of Tunnel Six staff crane, on right-hand side of main track.

Red:—Stop. If delayed send a member of crew to staff office for instructions.
Yellow:—Proceed to staff crane.
Green:—Proceed.

15. Eastward home signal 300 feet west of Tunnel Six staff crane, on right of siding.

Red:—Stop. If delayed send a member of crew to staff office for instructions.
Yellow:—Proceed with caution to staff crane.
Green:—Proceed.

16. When westward trains are put on siding at Tunnel Six, helper engines of freight trains will cut out on run-around track (on north side) at east end of Tunnel Six siding, and helpers of passenger trains will cut out at "Siding Staff Limit" sign, or when required to hold main track, eastward and westward trains will cut out helpers between Summit and Tunnel Six.

17. Trains must not occupy main track or siding between Summit and Tunnel Six without their respective staffs, and must not use cross-overs within the limits of the siding staff without staffs for both tracks.

18. Westward trains on Tunnel Six siding will stop at sign reading "Siding Staff Limit" east of cross-over switches, leaving cross-overs clear for fire train movements, and must not enter Summit siding without permission from Summit staff operator.

19. Eastward trains approaching Tunnel Six on main track or siding receiving yellow light at home signal will stop at clearance west of staff cranes and after receiving proper staff for Tunnel Six-Lake View block, will not proceed beyond that point without calling for and receiving proceed signal (green light) located on staff crane, which is an indication that the switch is properly lined for the movement.

20. Eastward passenger trains cutting helper at Tunnel Six, will stop road engine west of track circuit at staff crane to permit operation of switch. Helper engine will then pull down 35 feet east of east switch and call for signal by sounding four short sounds of steam whistle and will back up only upon receiving proceed signal (green light) at that point. Acknowledge receipt of signal by sounding two short sounds of steam whistle.

21. After completion of inspection and cutting helper, when ready to proceed, eastward trains will sound four short sounds of steam whistle. Operator upon receipt of this signal will give proceed signal (green light) located on staff crane. On receipt of this signal engineman must acknowledge receipt of same by sounding two short sounds of steam whistle.

22. Helpers pushing freight trains from Summit to Tunnel Six will follow train to Tunnel Six and procure staff for return movement.

SPECIAL SIGNALS GOVERNING SUMMIT ARE AS FOLLOWS:

23. Westward home signal at clearance of fire train spur indicates as follows, after main track cross-over switch is thrown:

Yellow:—Staff not in crane. Until signal indicates proceed, or Summit-Soda Springs staff is procured, trains will stay east of fire train spur, if delayed send a member of crew to staff office immediately.

Green:—Proceed on main track.

24. Eastward home signal located at West switch Summit:

Red:—Take siding.
Yellow:—Proceed to signal located 200 feet west of Summit Station.
Green:—Proceed.

In the absence of light in home signal, stop and telephone to Summit office for instructions. Telephone located at derail.

25. Eastward signal located 200 feet west of Summit Station.

Red:—Take siding.
Yellow:—Proceed to staff crane.
Green:—Proceed.

26. When eastward trains are put on siding at west switch Summit, the helper of freight trains will cut out at the run-around track at west end of siding, and passenger train helpers will cut out at turn-table switch.

27. Both switches of second cross-over east of Summit office will be normally lined for cross-over movement between main track and siding.

28. Trains carrying passengers will not head in on west end Tunnel Six siding until train to be met has stopped.

All other staff rules govern.

SACRAMENTO—ROSEVILLE—BRIGHTON

41. Tracks between Sacramento and Roseville numbered as follows:

No. 1 Track, Westward main track
No. 2 Track, Eastward main track.

42. Westward trains via Brighton having cars to set out at Elvas will use east end of center siding using switch at road crossing.

43. Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at switch near road crossing.

44. Trains and yard engines after stopping for crossing with Sacramento Northern R.R. at Front and M Streets, Sacramento, will proceed only on signal from flagman.

45. Southern Pacific trains will approach Western Pacific R.R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

46. Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

47. Trains and yard engines must not pass the switch tenders stations at east end Sacramento River Bridge, Fourth Street, Sixth Street and Fifteenth Street, Sacramento, without receiving a signal to proceed.

48. Trains will stop within two hundred feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

49. Movement of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Eastward and westward Southern Pacific trains running on Front Street, Sacramento, and Southern Pacific yard engines switching on Front Street will stop before reaching the crossing at Front and M Streets, and will proceed on hand signals from flagmen on the ground in the center of the crossing, flagman using a green flag by day, and a green light by night.

Sacramento northern trains and San Francisco & Sacramento Railroad trains will stop before reaching the crossing, and will proceed on signal from the flagman in the center of the crossing, flagman using a yellow flag by day, and a yellow light by night.

ROSEVILLE—EMIGRANT GAP

51. Tracks between Roseville and Emigrant Gap numbered as follows:

No. 1 Track, Westward main track via Auburn.
No. 2 Track, Eastward main track via Auburn, Nevada Street.
No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one-half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

52. Markers must be kept lighted on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

53. No. 1 track east yard Colfax will be used as siding and tracks Nos. 2 and 3 east yard as storage tracks. Old rip track will be connected with west leg of wye and used as wye.

54. On eastward trains from Roseville for the mountain, ten empties must be placed immediately behind head engine; this to apply when trains are made up of mixed loads and empties. Also, it must be distinctly understood that all trains for the mountain be made up with steel underframe cars between head engine and pusher engines; this to include Colfax set out. Steel frame cars for Colfax must be placed immediately behind head engine, and wooden frame cars for Colfax will be placed next to the caboose.

55. Engines on eastward freight trains from Roseville via Colfax will be placed as follows:

When two mallets, one on head end, helper engine 13 cars ahead of caboose, if wooden frame cars will permit.

When two mallets in one train, and additional consolidation engine helper from Colfax, it will be placed on head end.

2-10-2 type engines must not be used as leading engine on freight trains except in cases of emergency.

56. Crews of light engines moving westward, with instructions to deliver engines to roundhouse at Colfax, in making movement through cross-over east of passenger station to the round-house lead switch, may do so without complying with Rule D-152 and without protecting against current of traffic, except when on the time of a first-class eastward train or during foggy or stormy weather, in which case proper protection must be provided.

Eastward trains, except first-class, must stop before fouling the switch of roundhouse lead connecting with the eastward main track, and before proceeding, must know that the track to the cross-over east of the passenger station is clear.

57. When necessary for eastward freight trains to double to Cape Horn, rear of train will be properly secured, and head of train taken to Cape Horn and properly secured on siding beyond derail; engine will then return for rear of train in usual manner.

58. The tonnage of freight trains between Emigrant Gap and Loomis, must not exceed 100 M's per operative brake.

59. Trains taking center siding Knapp by signals located for this purpose, will immediately have some member of crew call operator at Blue Canon stating train into clear that operator may re-set the signals for following trains to hold main track.

60. Train No. 9 will daily make stop of at least five (5) minutes at Midas for inspection and to permit of heat equalizing through wheels.

EMIGRANT GAP—SPARKS

62. Markers must be kept lighted between Knapp and Truckee at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

63. Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide for engineman in locating switch in pulling out of siding.

SPECIAL INSTRUCTIONS.

MISCELLANEOUS—Continued.

64. Passenger equipment trains of fourteen cars or over within snowshed district will, when necessary to take siding, pull into siding and stop, and pull out of siding and stop, in order to pick up brakeman.

66. When trains have outfit cars, helper engine will go through to Lake View, instead of cutting out at Summit, to avoid shoving against outfit cars while helping train out of Summit.

67. The tonnage of freight trains between Summit and Emigrant Gap must not exceed 100 M's per operative brake, between Summit and Truckee 120 M's per operative brake.

68. Engines must be cut from westward freight trains while taking oil at Truckee.

69. Mallet Engines will not be operated over the following switches:

Spur switch, Eder.
Lumber spur switch, Summit.
Spur switch, Spruce.
Outfit spur switch, off siding, Cisco.
Spur switches, Yuba Pass.
Lumber spur switches, off siding, Fulda.

The following spurs may be used only part way by Mallet engines, such distance in each case being shown below:

Andover, outfit spur, 3 car lengths back of frog.
Lake View, 6 car lengths back of frog.
Soda Springs, to corral chute.
Campbell Spur, Cisco, to corral chute.

70. Air plugs must be used on all freight trains between Sparks and Roseville. These plugs will be handled by carmen at Sparks and Roseville but must be applied and removed when necessary by trainmen at intermediate stations.

MINIMUM CLEARANCES FOR ROTARY PLOWS, BLUE CANON EAST

71. Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts clear 8 to 10 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches. When staff in staff crane will not clear plow, stop and get staff by hand.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

All crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

72. Normal position turntables on Truckee District will be as follows:

Blue Canon......West approach, on account of repair platform on West end.
Emigrant Gap....East approach, with motor on East end.
Summit..........East approach.
Andover.........East approach.

Train and enginemen using these tables must leave them lined as shown above.

73. AUXILIARY MAIN TRACKS OPERATED WITHOUT STAFF MAY BE USED WITHOUT TRAIN ORDER OR TIME-TABLE AUTHORITY IN THE DIRECTION STATED.

LOCATIONS

Auxiliary main track, south of main track from Emigrant Gap Junction to connection with west switch of siding at Smart by

EASTWARD FREIGHT TRAINS.

Auxiliary main track, south of main track from Arndt to connection to west switch of siding at Tamarack by

EASTWARD FREIGHT TRAINS.

Auxiliary main track, north of main track from east switch of siding at Soda Springs to Derail at Junction of this track with the west end of Summit siding west of "Run Around" track by

EASTWARD FREIGHT TRAINS.

Auxiliary main track, north of main track from west end of Soda Springs siding to the east end of Spruce siding by

WESTWARD FREIGHT TRAINS.

When necessary for other trains to use auxiliary main tracks, train order authority must be obtained.

Trains must comply with Rule 99 and other rules pertaining to single track movements.

When a block signal on these tracks indicates "STOP" after stopping, train may proceed at once, not exceeding six (6) miles per hour to the next home signal, clear distant signal or end of block.

Trains using auxiliary main tracks will display a green marker light to rear next to main track and a red marker light to rear on opposite side.

SWITCH LINE UP.

Movement on sidings must be made with caution.

Smart: Auxiliary main track, to west switch of siding.

Tamarack: Auxiliary main track to west switch of siding.

Spruce: East switch of siding to Auxiliary main track.

Soda Springs: East switch of siding to Auxiliary main track.

Soda Springs: Only eastward freight trains will use siding unless otherwise instructed by Train Dispatcher.

SIGNAL INDICATIONS.

Emigrant Gap Junction—Lower signal of the double light signal located on right of eastward main track sixty feet west of east switch Emigrant Gap Junction, indications as follows:

Top, RED, Bottom, GREEN—Use Auxiliary main track to Smart.

Trainmen will handle **Switch and Derail.**

Smart: The light signal located on the Auxiliary main track sixty feet west of west switch of Smart siding applies as follows:

Red—Stop. **Yellow**—Proceed with caution into Smart siding.

Tamarack: The light signal located on the right of the Auxiliary main track sixty feet west of west switch of Tamarack siding applies as follows:

Red—Stop. **Yellow**—Proceed with caution into Tamarack siding.

Spruce: The light signal located to the right of the Auxiliary main track sixty feet east of east switch of Spruce siding applies as follows:

Red—Stop. **Yellow**—Proceed with caution into Spruce siding.

Automatic Signal 1922 located to the right of Auxiliary main track sixty feet west of derail at west end of Summit siding applies as follows:

Red—Stop. **Green**—Proceed with caution into Summit siding.

At Smart, Tamarack and Summit moving east and at Spruce moving west, if, after lining derail to enter siding, signal remains at "STOP" telephone operator for instructions.

ROSEVILLE-GERBER

76. Trains on the Roseville-Gerber line when calling in flagman from the east at Roseville, will give six long sounds of the whistle.

77. West end of Nelson siding, between cross-over just east of station building and extreme west switch, may be occupied by cars for commercial loading.

78. Oil trains in valley district will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow; to be made up in this manner when consist of mixed loads and empties.

79. Trains must pass over S. N. R. R. crossing 9th Street Chico with caution.

DAVIS-TEHAMA

81. Trains when calling in flagman from the west on west side of valley Tehama, will give six long sounds of the whistle.

82. Trains when calling in flagman from the east at Davis, on Davis-Tehama Line, will give six long sounds of the whistle.

84. Siding at Harrington will be used as follows: West end west of crossover as westward siding; East end east of crossover as eastward siding; Junction switch located at crossover.

85. Track 2 of the two tracks paralleling the main track at Wyo will be used as siding. All cars to be stored at this point should be placed on Track 1 with east and west ends providing proper clearance for clear movement through Track 2.

CHICO-STIRLING CITY

89. Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

90. Two engines must not be coupled together on Stirling City line. Helper engines must be cut back in train.

91. The tonnage of freight trains between Stirling City and Chico must not exceed 80 M's per operative brake.

92. Trains will stop within two hundred feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

WOODLAND-OROVILLE

94. Trains to and from Woodland-Oroville line will use Woodland siding but have no time-table authority. Switches of this siding will be set to lead from Knights Landing line.

95. Trains must stop within two hundred feet of Sacramento Northern R. R. crossing at Yuba City, and Knights Landing draw-bridge before crossing.

96. Trains when calling in flagman from Swayne Lumber Co. logging road at Oroville, will give six long sounds of the whistle.

97. Trains will pass over S. P. R. R. crossing at Grace with caution.

SACRAMENTO-PLACERVILLE

100. The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

101. Trains when calling in flagman from the east at Brighton on Sacramento Placerville line will give six long sounds of the whistle.

SPECIAL SIGNALS

Interlocking operation Knapp Siding as follows:

Automatic light signal 1646 located at east end of shed at west end Knapp siding.

A three arm eastward interlocking semaphore signal installed at west end Tunnel No. 1 and will govern movement of eastward trains through Tunnel No. 1 to signal 1646 or over switch and derail and into siding.

Switch, derail and interlocking signals will be controlled by operator at Blue Canon office, indications as follows:

Signal at Stop, as per Rule 601, figure 4, stop and telephone Blue Canon office for instructions. Do not proceed without instructions from operator to do so.

Signal at Proceed, as per Rule 602, figure 2, proceed onto siding, switch and derail lined for siding.

Signal at Proceed, as per Rule 603, figure 2, proceed prepared to stop at next home signal 1646, switch lined for main track.

Signal at Proceed, as per Rule 604, figure 5, proceed on main track, switch lined for main track.

Westward interlocking light signal located at derail to right of siding, indications as follows:

Red: Stop.

Green: Proceed, derail and switch lined for main track.

Westward interlocking light signal located to left of eastward main track at east end of shed, indications as follows.

Red: Stop.

Green: Proceed, switch lined for main track.

When these signals are at stop, phone Blue Canon office, inform operator as to desired movements and be governed by signal indications. Do not pass the signal until green light is displayed.

Westward movements must be continued through Tunnel No. 1 to obtain signal for return movement.

If instructed by Blue Canon operator to operate switch and derail by hand, trainmen will be governed by directions for operating switch and derail posted on the shed at these points.

Telephones located at switch and at interlocking semaphore.

Light signal located one-half mile west of west switch Midas, regulating movement of eastward trains.

Indications given by illuminated letters as follows:

M—Proceed on Main Track.

S—Take Siding.

No Light—Proceed if train orders or schedule permits.

Disc signals located 2,000 feet east of east switch at Gold Run and on signal mast 1530 near west switch Gold Run and at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light; proceed, if train orders or schedule permits.

Light signal on mast of signal 1435 east of Colfax, controlled by operators.—Indications are given by illuminated letters and figures as follows:

M—Hold Main Track.

X—Take cross over for roundhouse and be governed by special Rule No. 56, page 14, of time table, covering this movement.

1—Take No. 1 siding at cross over east of road crossing.

2—Take No. 2 Siding at East Switch.

No light—Proceed, if train orders or schedule permits.

Junction switch located 150 feet east of S. P. R. R. crossing at Brighton, on Sacramento-Placerville line, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas, the lower arm governs movement to R Street.

Junction switch at Tehama will be normally lined for movement via Chico, upper arm signal 2119 will govern Gerber-Roseville line; lower arm will govern Tehama-Davis line.

Normal indication of signal 2118 will be "proceed;" normal indication of signal 2116 will be "stop."

Trains from Tehama-Davis line will not pass Signal 2116 until junction switch is lined for Tehama-Davis line and will then be governed by Rule 509.

SPECIAL INSTRUCTIONS.

SPEED RESTRICTIONS

Speed of passenger trains must not exceed 50 miles per hour.

Speed of freight or mixed trains must not exceed 35 miles per hour.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other speed restrictions specified:

Pages	Between	Passenger	Freight or Mixed	Engines and Motor Cars Backing	Motors Backing thru yards and over Highway Crossings
2-3	Sacramento—Elvas	15	15	15	10
2-3	Elvas—Roseville	50	35	20	10
2	Roseville to Colfax	40	25	20	10
2	Colfax to Blue Canon (No. 2 Track	35	25	15	10
3	Blue Canon to Loomis (No. 1 Track	35	25	15	10
3	Loomis to Roseville (No. 1 Track	50	25	20	10
4-5	Blue Canon—Truckee	30	25	15	10
4	Truckee to Sparks	40	35	15	10
5	Sparks to Truckee (No. 1 Track)	40	35	20	10
6-7	Roseville—Gerber	50	35	20	10
8-9	Davis—Tehama	50	35	20	10
10	Woodland—Marysville	45	35	20	10
10	Marysville—Oroville	35	25	20	10
10	Harrington—Wyo	30	25	20	10
10	Willows—Fruto	20	15	12	10
11	Brighton—Folsom	50	35	20	10
11	Citrus-Fair Oaks	25	20	15	10
11	Folsom—Placerville	30	15	12	10
11	Sacramento—Walnut Grove	30	20	15	10
12	Grace—Sheffield	30	20	15	10
12	Marchant—Karnak	30	20	15	10
12	Chico and M.P. 188 {Stirling City Br.}	30	25	20	10
12	M. P. 188 and Stirling City	20	12	12	10

Speed of trains regulated by ordinance through city limits:

15 Miles Per Hour

Sacramento	Lincoln	Gridley	Orland	Reno
Rocklin	Wheatland	Corning	Willows	

On curves of 6 degrees trains must not exceed 40 miles per hour and on curves of 7 to 10 degrees 30 miles per hour.

Mallet Mogul engines 4200 to 4211 inclusive, consolidation, mikado and 2-10-2 type engines must not exceed 40 miles per hour.

Mallet consolidation engines must not exceed 25 miles per hour on tangent and 20 miles per hour on curves.

2-10-2 type engines must not exceed 25 miles per hour between Truckee and Blue Canon and other points where slow boards indicate 30 miles per hour for passenger trains.

Trains with Mallet engines must not exceed 8 miles per hour and trains with other classes of engines 15 miles per hour when using cross-overs, turn-outs and on sidings, and run with caution through interlocking plants.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Flangers operating between Lawton and Colfax must not exceed 30 miles per hour and be governed by other speed restrictions.

SACRAMENTO-ROSEVILLE-BRIGHTON

Trains and engines must not exceed 15 miles per hour through Elvas interlocking plant.

Trains and engines must not exceed 12 miles per hour over crossing just east of Sacramento River Bridge and over Lincoln Street crossing, Roseville.

Where speed of passenger trains is restricted to 50 miles per hour speed of No. 9 is restricted to 60 miles per hour.

ROSEVILLE-EMIGRANT GAP

Trains must not exceed 20 miles per hour over Long Ravine bridge east of Colfax on Nos. 1 and 2 tracks.

Westward freight trains must not exceed 15 miles per hour when passing eastward passenger trains on parallel track between Emigrant Gap and Long Ravine bridge.

No. 9 reduce to six (6) M. P. H. passing Colfax station to dispatch mail.

EMIGRANT GAP-SPARKS

Trains must not exceed 12 miles per hour over siding Tunnel Six.

Engines must not exceed 12 miles per hour on balloon track at Truckee.

Eastward trains must not exceed 12 miles per hour between west switch and yard office at Sparks.

ROSEVILLE-GERBER

Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Speed of all trains will be restricted to 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

DAVIS-TEHAMA

Trains must not exceed 12 miles per hour over Court Street crossing, Woodland.

WOODLAND-OROVILLE

Trains must not exceed 12 miles per hour over Long Trestle east of Knights Landing.

Trains must not exceed 12 miles per hour over railroad crossing Second Street east of Yuba City station.

SACRAMENTO-PLACERVILLE

Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 miles per hour on curves 7 degrees or over.

CHICO-STIRLING CITY

Engines must not exceed 12 miles per hour on balloon track Stirling City.

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 to 4001	53	42760 lbs.
MC-2	4002 to 4016	53	42760 lbs.
MC-4	4017 to 4028	53	43130 lbs.
MC-6	4029 to 4043	53	43230 lbs.
MC-6	4044 to 4048	53	42680 lbs.
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 lbs.
MK-4	3216 to 3230, 3232 to 3235	49	45560 lbs.
MM-2	4200 to 4211	56	46300 lbs.
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 lbs.
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 lbs.
TW-2	2946, 2948 to 2953	43	25860 lbs.
TW-4	2926 to 2931	44	26000 lbs.

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for information of enginemen and must not be construed to authorize exceeding speed restrictions.

LIST OF SURGEONS.

LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. W. E. Briggs	Oculist and Aurist.
Roseville	Dr. B. Woodbridge	District Surgeon.
Roseville	Dr. J. L. Fanning	Asst. District Surgeon.
Rocklin	Dr. H. D. Fletcher	District Surgeon.
Loomis	Dr. O. L. Barton	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Alta	Dr. B. F. Howard	Emergency Surgeon.
Auburn	Dr. G. H. Fay	District Surgeon.
Colfax	Dr. H. M. Kanner	District Surgeon.
Dutch Flat	Dr. R. Heidrich	District Surgeon.
Blue Canon	Dr. H. N. Miner	District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Truckee	Dr. C. E. Edwords	Assistant District Surgeon.
Floriston	Dr. Alex. Patterson	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	District Surgeon.
Reno	Dr. M. R. Walker	Assistant District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Lincoln	Dr. F. E. McCullough	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Drs. L. Q. Thompson and W. S. Lavy	District Surgeons.
Biggs	Dr. O. C. Hawkins	Emergency Surgeon.
Durham	Dr. Geo. W. Harvey	District Surgeon.
Chico	Dr. O. Stansbury	District Surgeon.
Chico	Dr. N. T. Enloe	Associate District Surgeon.
Los Molinos	Dr. J. H. Belyea	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. W. E. Bates	District Surgeon.
Davis	Dr. Thomas E. Cooper	Assistant District Surgeon.
Woodland	Dr. H. D. Lawhead	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. Ney M. Salter	District Surgeon.
Colusa	Drs. W. T. Rathburn and C. O. Poage	Emergency Surgeons.
Willows	Dr. C. W. Lund	District Surgeon.
Orland	Dr. S. Iglick	District Surgeon.
Stirling City	Dr. F. H. Lay	District Surgeon.
Corning	Dr. Robt. H. Burney	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Folsom	Dr. Geo. H. Sanderson	District Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Paradise	Dr. Mary W. Harris	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Smith McMullen	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon Emergency Hospitals located at Truckee, Sparks, Roseville and Sacramento.

SPECIAL INSTRUCTIONS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

SACRAMENTO YARD

Mile Post	LOCATION	DESCRIPTION
	Shop Yard	Oil House West of Store No. 1 ... Side
	Shop Yard	Platform Store No. 1 ... Side
	Shop Yard	Sand spurs Nos. 1 and 2 ... Overhead
	Front & J Sts.	Miller & Enwright spur ... Side
	Front, L & M Sts.	A. S. Hopkins spur ... Side
	Front, L & M Sts.	John Breuner & Co. spur ... Side
	Front & I Sts.	Machinery spur ... Side
	Front, I & M Sts.	Freight House track No. 1 ... Side
	Front, I & M Sts.	Freight House track No. 2 ... Side
	Front, I & M Sts.	Freight House track No. 3 ... Side
	Front & H Sts.	Jail spur ... Overhead
	Front & I Sts.	Water Works spur ... Overhead
	R between 11th & 12th	Lawrence Warehouse ... Side
	R between 20th & 21st	Sacramento Valley Winery spur ... Side
	R between 21st & 22nd	Barley spur Buffalo Brewery ... Side
	R between 21st & 22nd	California Winery spur ... Side
	B between 11th & 12th	Phoenix Mill spur ... Side
	B between 8th & 9th	Consumers Ice Co. Track ... Side
	3rd to 6th Sts.	Track No. 4 Rolling Mill ... Side
	6th Street	Water Tank ... Side
	Train Shed	Tracks Nos. 1, 2, & 3 ... Overhead

SACRAMENTO-SPARKS—EASTWARD.

Mile Post	LOCATION	DESCRIPTION
94.9	Ben Ali	Cannon Phillips spur ... Overhead & Side
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE Plant ... Side
106.6	Roseville	Car bodies & Lbr. on rip track ... Side
110.6	Rocklin	Cal. Granite spur, Rocklin, Quar ... Side
110.6	Rocklin	Stock Chute on Corral Track ... Side
	E. of Rocklin	Antelope Creek bridge ... Side
114.2	E. of Rocklin	Tunnel No. 15 ... Overhead
114.8	E. of Rocklin	Tunnel No. 16 ... Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17 ... Overhead
120.5	E. of Newcastle	Tunnel No. 18 ... Side & Overhead
122.7	E. of Newcastle	Tunnel No. 19 ... Overhead
123.2	E. of Newcastle	Tunnel No. 20 ... Overhead
124.7	E. of Nev. St., Auburn	Tunnel No. 21 ... Overhead
131.2	E. of Bowman	Tunnel No. 22 ... Overhead
132.7	E. of Clipper Gap	Tunnel No. 23 ... Overhead
132.9	E. of Clipper Gap	Tunnel No. 24 ... Overhead
133.1	E. of Clipper Gap	Tunnel No. 25 ... Overhead
133.3	E. of Clipper Gap	Tunnel No. 26 ... Overhead
133.8	E. of Clipper Gap	Tunnel No. 27 ... Overhead
134.8	E. of Applegate	Tunnel No. 28 ... Overhead
136.0	E. of Applegate	Tunnel No. 29 ... Overhead
138.7	E. of N. E. Mills	Tunnel No. 30 ... Overhead
139.2	E. of Lander	Tunnel No. 31 ... Overhead
139.4	E. of Lander	Tunnel No. 32 ... Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 & 1425 Side
141.7	Colfax	Water Col. W. of Station W. B. ... Side
144.5	E. of Colfax	Tunnel No. 33 ... Side & Overhead
144.7	E. of Colfax	Tunnel No. 34 ... Side & Overhead
152.2	Gold Run	Mail Crane ... Side
	Gold Run	Water Tank West end of Yard ... Side

SACRAMENTO-SPARKS—EASTWARD—Continued

Mile Post	LOCATION	DESCRIPTION
152.4	E. of Gold Run	Oil & Water columns ... Side
165.5	Blue Canon	Water Columns ... Side
208.0	Truckee	Roundhouse portals ... Side
208.0	Truckee	Oil sump doorways ... Side
215.0	Prosser Creek	Ice House ... Side
215.0	Prosser Creek	Support post for ice conveyor ... Side
216.3	Boca	Ice House No. 7 ... Side
216.3	Boca	Support post for ice conveyor ... Side
232.4	Verdi	Box factory platform ... Side
242.9	Reno	Transfer track ... Side
242.9	Reno	Buffalo Brewing Co. platform ... Side

COLFAX-ROCKLIN—WESTWARD

Mile Post	LOCATION	DESCRIPTION
132.7	W. of Applegate	Tunnel No. 0 ... Side & Overhead
124.5	Auburn	Ford & Son Warehouse, hill track ... Side
124.5	Auburn	Lowell Warehouse, hill track ... Side
124.5	Auburn	Fruit House Track, hill track ... Side
124.5	Auburn	Hse. Track, Auburn I. & C. siding ... Side
124.5	Auburn	Hse. Track, Ford & Son, Whse. siding ... Side
123	W. of Flint	Cut ... Side
122	W. of Flint	Cut West of 122 ... Side
	W. of Flint	Cut West of 122-G ... Side
	W. of Flint	Cut West of 122-H ... Side
	W. of Flint	Bloomer Cut ... Side
113.9	Loomis	No. 1 Hill track, Earl Fruit Co. ... Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit Hse. ... Side

ROSEVILLE-GERBER

Mile Post	LOCATION	DESCRIPTION
117.0	Lincoln	Diamond Match Co., Lumbershed ... Side
140.8	Marysville	W. T. Ellis Warehouse ... Side
140.8	Marysville	Stock Corral Fence ... Side
140.8	Marysville	Buckeye Mill platform ... Side
140.8	Marysville	Marysville Ice & C.S.Co. platform ... Side
122.0	Marysville, E Street	Yuba Construction Co., platform ... Side
161.4	Biggs	Water Tank ... Side
161.4	Biggs	Doty Warehouse ... Side
161.4	Biggs	Rice Mill Siding ... Side & Overhead

CHICO-STIRLING CITY

Mile Post	LOCATION	DESCRIPTION
199.6	Ostrander	Cattle Guard ... Side
206.2	Appleton	Station platform ... Side

WOODLAND-TEHAMA

Mile Post	LOCATION	DESCRIPTION
89.2	Elvaton	De Pue Gravel Hoist ... Side & Overhead
103.2	Dunnigan	Water Tank ... Side
117.6	Genevra	Water Tank ... Side
124.2	Williams	Bartlett Water Co., shed platform ... Side
124.2	Williams	Stoval-Wilcox Wholesale platform ... Side & Overhead
124.2	Williams	Williams Warehouse Co., platform ... Side
129.1	Cortena	Colusa & Lake Freight House platform ... Side
133.0	Maxwell	Water Tank ... Side

WYO-HARRINGTON

Mile Post	LOCATION	DESCRIPTION
120.8	Grimes	Water Spout ... Overhead
145.9	Princeton	Water Spout ... Overhead
150.4	Codora	Warehouse ... Side
165.9	Rotavele	Elevator ... Side
177.4	Hamilton	Boiler House of sugar factory ... Side
177 4	Hamilton	Shed over beet unloading track ... Overhead

DAVIS-OROVILLE

Mile Post	LOCATION	DESCRIPTION
80.7	Merritt	Freight house platform siding ... Side
107.5	Marcuse	Warehouse platform, siding ... Side
111.4	Tudor	Freight house platform siding ... Side
111.4	Tudor	Water Tank ... Side
112.4	Abbott	Earl Fruit Co. bldg. siding ... Side
120.4	Yuba City	S.N.R.R. trolley wire, E. of depot. Overhead
135.0	Honcut	Stock corral chute ... Side
135.0	Honcut	Station platform ... Side
135.0	Honcut	Brown's Warehouse ... Side
147.9	Oroville	C. L. Bills cement warehouse ... Side
147.9	Oroville	Olive Produce Co. porch ... Side
147.9	Oroville	Ice House platform ... Side

SACRAMENTO-PLACERVILLE

Mile Post	LOCATION	DESCRIPTION
91.5	Sacramento, 23rd & R	Contractors' spur, building ... Side
95.9	Perkins	Perkins' Store ... Side
98.9	Mayhew	Humphrey Packing house platform ... Side
98.9	Mayhew	Earl Fruit Co. platform ... Side
122.3	Cothrin	Rock Cut ... Side
126.4	Latrobe	Rock Cut ... Side
126.5	E. of Latrobe	Rock Cut ... Side
128.6	E. of Latrobe	Rock Cut ... Side
148.7	Placerville	Water Tank ... Side

SACRAMENTO-WALNUT GROVE

Mile Post	LOCATION	DESCRIPTION
93.0	Charles	Stock Chutes at 93-A ... Side
113.4	Walnut Grove	Pacific Fruit Bldg ... Side

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	....
Baggage 70′	....	119,500	....
Baggage (Dynamo)	....	101,000	....
Baggage and Mail 60′	....	97,000	92,000
Baggage and Mail 69′	75,000	122,000	....
Baggage and Passenger	65,000	....	....
Club	....	131,000	122,000
Buffet (Dynamo)	....	146,000	....
Business	108,000	179,000	136,000
Chair	84,000	98,000	....
Coaches	75,000	95,000	....
Dining	131,000	146,000	138,000
Express, Horse	79,000	....	....
Express, Refr. (Am. Ry. Exp.) #40 to 154	....	....	78,000
" " " " " #155 to 224	....	....	89,000
" " " " " #500 to 506	....	....	110,000
" " " " " #1101 to 1175	....	....	85,000
" " (GN RR)	70,000	....	....
" " (NP RR)	60,000	....	74,000
" " (PFE) Series 500 to 799	....	....	83,000
Observation	122,000	144,000	128,000
Postal 40′	....	72,000	....
Postal 60′	....	111,000	....
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleeper (Except Fort and Cape Series)	125,000	152,000	145,000
Pullman Standard Sleeper (Fort and Cape Series)	....	156,000	....
Pullman Tourist	94,000	....	133,000
Tea and Silk	48,000	....	....

RATING OF ENGINES—SACRAMENTO DIVISION—In M's.

Corrected to November 1924.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
E-2	E-69 18/24 59	1373, 1375	150	2210	......	......	......	......	1850	......	......	1930	1250	......	......
E-2	E-69 18/24 61	1374, 1376 to 1381													
E-5	E-69 18/24 69	1383-1386-1387-1389-1390-1392 1394-1396-1397-1401	165	2430	......	......	......	......	2040	......	......	2120	1370	......	......
E-4	E-69 18/24 65	1384, 1388, 1391, 1398, 1399	160	2360	......	......	......	......	1980	......	......	2060	1340	......	......
E-8	E-69 18/28 75	1421	170	2900	......	......	......	......	2350	......	......	2530	1590	......	......
E-1	E-73 18/24 63	1432	160	2250	......	......	......	......	1890	......	......	1970	1280	......	......
E-23	E-73 20/24 92	1445 to 1458	190	3310	......	......	......	......	2780	......	......	2890	1880	......	......
E-24	E-69 18/26 73	1459 to 1463	165	2600	......	......	......	......	2120	......	......	2270	1430	......	......
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2580	......	......	......	......	2100	......	......	2250	1410	......	......
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	2510	......	......	......	......	2050	......	......	2190	1380	......	......
E-25	E-69 18/26 69	1475	150												
M-4	M-63 20/28 126	1615 to 1719 (Saturated)	190	4280	1160	620	1730	730	3380	1240	780	3740	2300	......	......
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803 (Superheated)	200	5260	1450	800	2150	930	4160	1550	990	4610	2840	530	980
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803 (Saturated)	195	4880	1330	730	1980	850	3860	1430	910	4270	2620	480	910
M-6	M-63 21/28 153-S	1823 to 1825	200	5250	1440	790	2140	920	4150	1540	980	4600	2830	530	980
M-9	M-63 21/28 156-S	1826, 1827	210	5540	1530	840	2270	980	4390	1490	1050	4850	2990	570	1050
T-16	T-63 18/24 75	2014	140	2200	......	......	......	......	1800	......	......	1920	1210	160	350
T-10	T-57 18/24 86	2134 to 2152	160	2780	......	......	......	......	2220	......	......	2430	1500	240	480
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181 to 2183	160											250	490
T-2	T-63 19/24 105	2221 to 2234	160	2830	......	......	......	......	2310	......	......	2470	1560	220	460
T-1	T-63 20/26 112	2235 to 2273	180	3840	1030	560	1560	660	3080	1110	700	3360	2090	370	700
T-25	T-69 20/28 134	2274 to 2281	200	4220	1090	560	1690	680	3430	1180	720	3690	2320	360	720
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	4800	1270	680	1950	810	3900	1380	860	4230	2680	440	860
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	5550	1540	850	2280	990	4400	1650	1060	4860	3000	560	1040
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4910	1360	740	1990	870	3950	1460	930	4380	2690	540	970
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	6060	1670	920	2480	1080	4800	1800	1150	5310	3270	630	1150
T-32	T-69 23/28 174-S	2363 to 2370	200	5840	1560	850	2380	1010	4760	1690	1060	5120	3250	580	1080
T-32	T-69 23/28 174-S	2371 to 2378	210	6170	1660	910	2520	1080	5040	1800	1140	5400	3440	......	......
P-1, P-3	P-77 22/28 141-S	2400 to 2437, 2459, 2460 (Superheated)	210	4980	1270	660	1970	800	4080	1390	840	4350	2780	......	......
C-11	C-51 22/26 152	2502	180	5170	1450	810	2120	940	4050	1550	1000	4490	2770	550	1000
C-12	C-50 20/28 164	2503	180	4520	1220	650	1820	770	3520	1310	820	3950	2390	460	860
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 (Superheated)	210	6660	1860	1030	2730	1200	5220	1980	1280	5790	3560	690	1270
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)													
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2857 (Saturated)	200	5930	1630	890	2410	1040	4640	1750	1110	5140	3150	600	1120
C-8	C-57 22/30 184	2698 to 2751 (Saturated)													
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	5750	1600	880	2350	1020	4490	1700	1090	4800	3060	......	......
C-2	C-57 22/34 1805	2600 to 2611 (Superheated)	190	6280	1760	980	2570	1130	4910	1870	1210	5250	3350	......	......
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	5990	1670	930	2450	1080	4680	1780	1150	5010	3200	680	1230
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5750	1600	880	2350	1020	4490	1700	1090	4800	3060	600	1110
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	6690	1890	1060	2760	1230	5250	2010	1310	5820	3590	690	1270
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)													
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	5960	1660	920	2440	1070	4660	1770	1140	5170	3180	630	1150
C-5	C-57 22/30 178	2680 to 2693 (Saturated)													
TW-1	TW-54 22/26 147	2904 to 2913	180	5070	1390	760	2060	890	3960	1490	950	4450	2690	500	950
TW-4	TW-50 20/30 120	2928, 2930, 2931	160	3920	1080	600	1600	690	3070	1160	740	3430	2090	400	740
MK-2	MK-57 23¾/30 206-S	3200 to 3215	210	7830	2220	1230	3220	1420	6130	2340	1520	680	4190	......	......
MK-4	MK-57 23¾/30 206-S	3216 to 3236 (Superheated)	200	7400	2070	1150	3030	1330	5760	2210	1430	6480	3920	......	......
MK-5, MK-6	MK-63 26/28 210-S	3237 to 3271	200	8000	2240	1240	3310	1450	6400	2400	1540	7070	4380	......	......
F-1	F-63 27½/32 273-S	3600 to 3652 (Superheated)	200	8000	2730	1520	3990	1760	......	......	......	......	......	......	......
F-3	F-63 29½/32 297-S	3653 to 3667	200	8000	3110	1730	4560	2010	......	......	......	......	......	......	......
MC-2	MC-57 26-40/30 394	4000 to 4016 (Saturated)	200	8000	3815	2170	5460	2500	......	......	......	......	......	......	......
MC-4	MC-57 26-40/30 398	4017 to 4028 (Saturated)													
MC-6	MC-57 26-40/30 401-S	4029 to 4048 (Superheated)													
MM-2	MM-63 25-38/28 320	4200 to 4211 (Saturated)	200	8000	3185	1795	4660	2070	......	......	......	......	......	......	......
Allowance for Empty and under-loaded Cars		Less than 40 M's		6	6	3	3	3	6	3	3	6	6	3	3
		40 to 50 M's		3	3	0	0	0	3	0	0	3	3	0	0
		More than 50M's		0	0	0	0	0	0	0	0	0	0	0	0

MILEAGE
Main Lines

			East-ward	West-ward
End of Western Division to East Bank of Sacramento River	E W	SPRR	.293	......
East Bank of Sacramento River to Sacramento	E W	CPRy	.135	......
Sacramento to End of Division at Lawton	E W	CPRy	148.847	......
End of Western Division to East Bank of Sacramento River	W W	SPRR	......	.293
Sacramento to Emigrant Gap	W W	CPRy	......	82.096
Andover to End of Division at Lawton	W W	CPRy	......	37.421
Brighton to End of Sacramento Division	......	CPRy	.867	......
Brighton to Elvas—East Leg of Wye	E W	CPRy	3.262	......
Elvas W. Leg of Wye towards Sacramento	E W	CPRy	.308	......
Brighton to Elvas—East Leg of Wye	W W	CPRy	......	3.223
Elvas—West Wye—Towards Brighton	W W	CPRy	......	.314
Davis to Tehama	......	SPRR	110.401	......
Roseville to End of Sacramento Division near Gerber	......	CPRy	105.916	......
Eastward	370.029			
Westward	123.347			
Total	493.376		370.029	123.347

MILEAGE
Branch Lines

Fair Oaks Branch	Citrus to Fair Oaks	SPRR	2.140
Folsom Jct. to Folsom		SPRR	.995
Placerville Branch	Brighton to Placerville	SPRR	54.938
Jct. Sw. near Marchant to	Karnack	SPCo	2.749
Sutter Basin	Grace to Sheffield	SPCo	15.293
Colusa	Harrington to Wyo	SPRR	71.655
Fruto	Willows to Fruto	SPRR	17.204
Oroville	Binney Jct. to Oroville	SPRR	25.267
Stirling City	Chico to Stirling City	CPRy	31.216
Knights Landing Branch	Northern Jct. to Binney Jct.	SPRR SPCo	35.938 1.198
Walnut Grove	Sacramento to Walnut Grove	CPRy	24.724
R St. Branch	Q St. Sacramento to Jct. Main Line via Niles	SPRR SPRR CPRy	.245 4.941 .324
Total			288.827

Total Eastward......370.029
Total Westward......123.347
Total Branch......288.827

Total Sacramento Division......782.203

RULING GRADES AND MAXIMUM CURVES

DISTRICTS		Maximum Per Cent	Degree Maximum Curve	Equivalent Grade
Sacramento	to Elvas	0.30	8°	0.27
Elvas	to Sacramento	.219	8°	0.09
Elvas	to Roseville	.40	6°30′	0.40
Roseville	to Elvas	.39	6°30′	.39
Roseville	to Colfax	1.50	4°	1.50
Colfax	to Roseville	0.22	10°12′	.43
Colfax	to Blue Canon	2.42	10°30′	2.62
Blue Canon	to Colfax	0.30	10°30′	0.36
Blue Canon	to Truckee	2.20	10°20′	2.34
Truckee	to Blue Canon	2.04	10°20′	1.99
Truckee	to Sparks	.26	9°	0.34
Sparks	to Truckee	1.00	9°	1.00
Roseville	to Gerber	.81	8°46′	.40
Gerber	to Roseville	.76	8°46′	.61
Davis	to Tehama	1.00	5°	.61
Tehama	to Davis	.73	5°	.52

TRAINMASTERS.

C. C. FISHER......Marysville, Cal.
W. B. KIRKLAND......Roseville, Cal.
M. L. JENNINGS......Sacramento, Cal.
J. LORD......Truckee, Cal.
J. B. KNAPP, Assistant Train Master......Blue Canon, Cal.

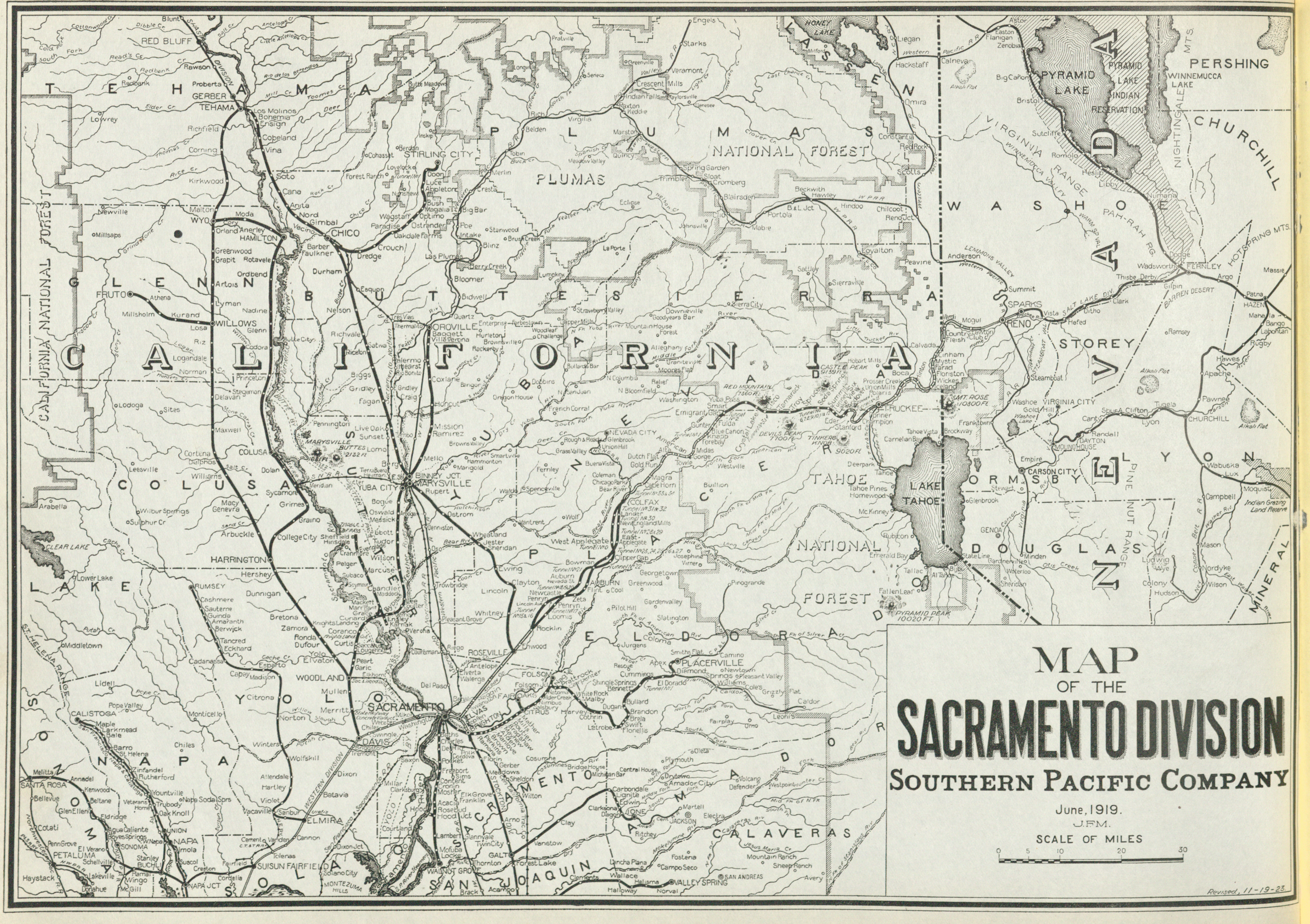
O. T. STACKPOOLE, Chief Train Dispatcher......Sacramento, Cal.
D. A. NEELLEY, Assistant Chief Train Dispatcher......Sacramento, Cal.
F. G. WIESE, Assistant Chief Train Dispatcher......Sacramento, Cal.

ROAD FOREMEN OF ENGINES.

C. A. FOGUS......Roseville, Cal.
J. STURM......Sacramento, Cal.
J. B. STARBUCK......Sacramento, Cal.

T. AHERN,
Superintendent.

W. M. STILLMAN,
Assistant Superintendent.



TEHAMA
GLENN
BUTTE
PLUMAS
LASSEN
SIERRA
YUBA
NEVADA
PLACER
SUTTER
COLUSA
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
EL DORADO
AMADOR
CALAVERAS
ALPINE
CALIFORNIA
NEVADA
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
CHURCHILL
PERSHING
MINERAL
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
PYRAMID LAKE
PYRAMID LAKE INDIAN RESERVATION
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
CLEAR LAKE
RED BLUFF
TEHAMA
GERBER
CHICO
HAMILTON
WILLOWS
OROVILLE
STIRLING CITY
MARYSVILLE
YUBA CITY
BINNEY JCT.
COLUSA
HARRINGTON
WOODLAND
SACRAMENTO
DAVIS
ROSEVILLE
AUBURN
COLFAX
NEVADA CITY
TRUCKEE
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
PLACERVILLE
FOLSOM
ELMIRA
SUISUN FAIRFIELD
NAPA
NAPA JCT
SANTA ROSA
PETALUMA
CALISTOGA
GALT
IONE
VALLEY SPRING
SAN ANDREAS
MARYSVILLE BUTTES 2132 FT.
CASTLE PEAK 9139 FT.
RED MOUNTAIN 7360 FT.
DEVILS PEAK 7700 FT.
TINKERS KNOB 9020 FT.
MT. ROSE 10800 FT.
PYRAMID PEAK 10020 FT.
SHASTA DIVISION
WESTERN DIVISION
SALT LAKE DIV.
STOCKTON DIV.
Western Pacific R.R.
VIRGINIA RANGE
PINE NUT RANGE
HOT SPRING MTS.
Revised, 11-19-23.

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

June, 1919.

J.F.M.

SCALE OF MILES

0 5 10 20 30